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(ESTABLISHED 1881)

G-E MOTORS

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REUTER'S TELEGRAMS.

FRANCE'S ECONOMIC POSITION.

Great Revival Expected.

Paris, December 12.
In a recent article in the *Revue Economique Internationale* the former Finance Minister, M. Klotz, gives substantial reasons for expecting in the near future an economic revival of great magnitude. M. Klotz points out as a direct consequence of Alsace Lorraine's return to her, France will soon occupy second place amongst the iron and steel producing countries immediately after the United States and far ahead of other European countries. For the same reason the capacity of the French textile industry will be increased by forty per cent. France is now nearly self-supporting regarding chemicals, notably fertilizers. Moreover, the delay allowed for computing the exact figure of the German indemnity expires in May next and by that time France will own a regular mortgage, greatly exceeding her external debt, which, besides, is to decrease automatically with every advance in French exchange consequent upon the development of the French export trade.

TO-DAY'S CHINESE TELEGRAMS.

Peking, December 14.
The Premier went to Tientsin on the 12th and signed an agreement for a loan of ten million dollars with an American merchant. He returned to Peking on the following day.
In reply to Chung Jek-lin's proposal to assist Kwongsi by instructing the authorities of Hunan and Fokien to attack Kwangtung to two sides, the Government has declared that such an act would violate the mandate. They can only supply ammunition to Luk Wing-tung to fight to the last.
Shanghai, December 14.
Lung Chai-kwang, former Tschun of Canton, left Peking on the 12th instant. It is said that he is on the way to Kwongsi to join Luk Wing-tung.
Both the Peking and Military Governments have requested the Diplomatic Corps not to advance money to the opposition factions.

(Other Early and Special Telegrams in Pages 2 and 3)

DAY BY DAY.

The American destroyer "110" arrived in port this morning.
The Hon. Mr. A.G.M. Fletcher leaves for Home on ten months furlough on New Year's Day by the s.s. Sicilia.
The completion of the two new tanks has added 8,000 tons to the crude oil fuel capacity of the A.P.C. installation at North Point.
The attention of readers is directed to the advertisements giving details of revised arrangements for the Repulse Bay and Hongkong Hotels during the Christmas and New Year season.
Members of the Scottish Platoon of the H.K.V. Defence Corps, and others interested, are invited to attend a meeting at the Volunteer Headquarters at 5.30 p.m. on the 17th inst., for the purpose of discussing recruiting for the unit.
Two hundred and fifty rounds of ammunition and a brand-new revolver formed the substance of a charge preferred against a Chinese at the Police Court this morning. It was stated that he came from Canada and was arrested whilst taking ship to Canton yesterday to proceed to his native village. A fine of \$150 was inflicted by Mr. Smith, the arms being ordered to be confiscated.

An important exhibition of machine tools, organised by the Machine Tools Trades Association, was held at Olympia, London, during the month of September. The display of machine tools was the most comprehensive ever held under one roof in the United Kingdom and the Exhibition proved to be an enormous success from every point of view. The official catalogue of the exhibits, which was prepared by the Association, comprises 415 pages and contains the names of all exhibiting firms, as well as descriptive notes of the machine tools displayed. This catalogue is now on file at the office of the Commercial Secretary, Government Building, Hongkong, and may be inspected by any person interested in the subject.

ART CLUB EXHIBITION.

Award of Prizes.

In the presence of a very large gathering, Lady Stubbs distributed the prizes at the Art Exhibition yesterday at 5.30 p.m.
First (Special prize) given by Mr. Edkins, "On Botanic Gardens" (Miss Birnkova).
Second (Special prize) given by Mrs. Brown, Sketch of Malta, 1920 (Mrs. Acworth).
Highly Commended: "Chalet, Montal, Switzerland" (Mrs. C. B. Brown), "Peel Street" (Mrs. McPherson), "Baie d'Alger" (Mr. G. Hauchecorne), Sketch of Malta 1920 (Mrs. Acworth), "Mandarin's Dress" (Mr. V. A. Trambitzky), "The Beach" (Mr. Charles H. Cole).
First: "Hyemalio Snowfield" (Mr. C. W. M. Bion).
Highly commended: "Rain, Wind and Sea" (Col. Loring), "Junk at Night" (Mrs. McPherson).
Decorative.
First: "Dawn" (Mrs. McPherson).
Highly commended: Poster (Mrs. Humphreys).
Black and White.
First: "The Dryad" (Mrs. Humphreys).
Highly Commended: "Fancy Dress" (Mrs. Humphreys), Black and White drawing (Mrs. Humphreys), "The Jade" (Mrs. Humphreys), Sketches (Miss Birnkova), "In the Teikoo Dock" (Mrs. McPherson), Book Plate (Mrs. Britton).
Portraits.
First: "Smile" (Miss Birnkova).
Highly Commended: "Portrait of Mr. J." and "Portrait of Mr. T." (Mrs. Birnkova), "Gonsor" (Mrs. Birnkova).
Col. Bowen expressed thanks to Lady Stubbs for her kindness in distributing the prizes.

INTERPORT CRICKET.

Invitation from Shanghai.

Mr. L. S. Greenhill, Hon. Secretary of the Hongkong Cricket Club, sends us the following copy of a letter received from the President of the Shanghai Cricket Club:—
Shanghai, 8th December, 1920.
F. Maitland Esq.,
President,
Hongkong Cricket Club.
Dear Maitland,

On behalf of the team we sent to Hongkong and all the members of the Shanghai Cricket Club, I wish to thank you and all those who so greatly assisted to give our fellows such an enjoyable time, and I can assure you they have all returned expressing their high appreciation of the kindness shown to them during their stay in Hongkong.

The matches played during your Cricket Carnival resulted in most interesting games, and you are much to be congratulated on the fine results. We are all very pleased with the performance of the eleven we were able to send, but as you well know how difficult it is to get a representative team to play away from home.

I can assure you a cordial welcome is extended to the Hongkong Cricket Eleven, who we hope will be able to arrive in Shanghai some time in May next year.

(Signed) A. P. WOOD
President

A.D.C. PRODUCTION.

Financial Result of Dunsany Plays.

The recent production by the Hongkong Amateur Dramatic Club of the Dunsany plays has resulted in a sum of \$1,643.34 being secured, after meeting all expenses, for the Ching Famine Fund. This sum represents 42.11 per cent. of the income. The above figures are taken from a financial statement sent us to-day by the Hon. Secretary (Mr. Mowbray S. Northcote) and certified as correct by Mr. O.S. Archbutt, chartered accountant. This statement shows that the total receipts were \$3,907.20, made up of \$3,495.50 for bookings and \$411.70 for sale of programmes. The expenditure was as follows:—Theatre charges, \$427.50 (10.94 per cent. of the income); costumes and scenery, \$384.35 (22.64 per cent.); printing and advertising, \$792.35 (20.28 per cent.); wages and sundries, \$157.66 (4.03 per cent.). These items total \$2,661.86, leaving a balance, as stated, of \$1,643.34.

WARWICK COMEDY COMPANY.

"A Woman of No Importance."

Last night's play at the Theatre Royal was certainly one of the best that the Warwick Comedy Company has put on during its present season. The works of Wilde need no newspaper praise and the play under review—"A Woman of No Importance"—needs no telling to a reading public. A satire on the "Society" life of Oscar Wilde's day and on the social system that permits a woman to suffer all the shame and pain of unmarried motherhood, the play has long since been famous as one of the masterpieces of the legitimate stage. Not only because of its dramatic art but also because of its brilliant dialogue, its complement of witty and epigrammatic repartee, the play is a literary gem—a play to be read as well as acted.

In the matter of presentation, the Company achieved a distinct success. As Mrs. Arbutnot, the central character of the play, Miss Lena Flowerdew proved her unquestionable artistry. It was a difficult role to take, but one which was carried through to the life. Miss Flowerdew can be ranked amongst the successful "lead" of the Company. Mr. N. Thorpe-Mayne made a very realistic Lord Illingworth, the Society success but moral failure. The characterisation was well-nigh perfect. The American heiress, Hester Worsley, was impersonated with decided freshness by Miss Marjory Clark and Mr. Tom Fenwick as Gerald Arbutnot added to the reality of the piece. The remainder of the long and strong cast helped to make up a presentation that was deservedly appreciated. To-night the London success "Brown Sugar" is being given.

THE UNIVERSITY.

New "Matric" Regulations.

Mr. Teesdale Mackintosh informs us that the revised regulations for the Matriculation and Local Examinations of the University of Hongkong are now being prepared for the press, the following changes having been made:—
The fee for the Matriculation and Senior Local Examinations will in future be \$15.
The Matriculation and Senior Local Examinations will be held in future in December and June. Scholarships will be awarded to the successful candidates of the Matriculation Examination.
The Junior Local Examination will be held in future only in December.

CANTON A FREE PORT?

Interesting Statement Regarding Customs Duties.

Some citizens and several leading organisations in Canton, according to the *Minchi News* Agency, are advocating the making of the open ports in the South-west free ports, the reason being that the Customs authorities, at the request of the Peking Government and backed by the Diplomatic Corps, while receiving Customs duty from the South-west, have refused to allow it to have a part of the surplus.
It is explained that the Diplomatic Corps is still unwilling to instruct the Customs Inspector General to remit the South-western portion of the Customs surplus to Canton. Since the South-west cannot recognise the unauthorized unification mandate issued by Peking, what the South-western people has contributed should be returned to them, and if they are unable to keep their surplus, there is no way open other than their refusal to contribute the tax at all.

BIG INSURANCE CLAIM.

Plaintiffs Fail to Appear.

Before the acting Chief Justice, Mr. H.H.J. Gompertz, at the Supreme Court this morning, the case came up in which the Sang Kee firm sued the China Fire Insurance Co. Ltd., the North China Fire Insurance Co. Ltd., and the Employers Assurance Company, Limited, for \$24,985, insurance money, in respect of a fire that occurred on the plaintiffs' premises at 5, Whitfield Street, on June 30, 1919, when certain tea and sugar cargo on the premises were destroyed.
Messrs. Lo and Lo were the solicitors for the plaintiffs, but this morning as the plaintiffs were not present nor represented, Mr. C.G. Alabaster (instructed by Messrs. Deacon, Looker, Deacon and Harston) moved the Court to strike the case out.
Mr. Alabaster explained that the procedure at Home in the matter was slightly different from that obtaining here. At Home the practice was order 36, Rule 32, which would entitle the defendants to judgment at once. The local practice was to allow the defendants to have the case struck out.
The Chief Justice.—If you have the case struck out you will want costs?
Mr. Alabaster.—If your Lordship strike it out and order it to come up this day week, then we can get judgment under Section 304.
The Chief Justice.—Oh, you want judgment, and you are not anxious to have it struck off?
Mr. Alabaster.—It seems to be the practice at Home.
The Chief Justice.—Do you want me to give you the costs now or strike it out?
Mr. Alabaster.—Your Lordship will strike it out with costs and put it down for this day week.
The Chief Justice.—That will prevent the plaintiff from suing you again. I will strike it out. Assuming that it is put down for hearing, you will have to give four days' notice.

"CHOFU MARU."

Aground at Canton.

Yesterday the Harbour Master Commander Beckwith, R.N., received a telegram from the Harbour Master at Canton stating that a steamer had gone aground in the Fairway, Taimel Beacon, and that vessels should navigate the region with great caution.
It now appears that the vessel referred to is the Chofu Maru, belonging to the Kailan Mining Company, which left Hongkong for Canton yesterday morning. The vessel was carrying a cargo of coal.
A telegram was received at noon stating that the vessel had been cleared.

SUNDAY'S FETE.

Farmyard and Store Prize Winners.

In connection with the St. Vincent de Paul Society's fete, following were the prize-winners in the Farmyard and Store drawings:—
1st Drawing.—1. A.D. Barretto; 2. C.A. da Rosa; 3. Mrs. Summers.
2nd Drawing.—1. Miss Loureiro; 2. Mrs. R.C. Silva; 3. Mrs. Capell.
3rd Drawing.—1. Carmencita Conde; 2. Maria Botelho; 3. Chris Atienza.
4th Drawing.—1. F.J. Harding; 2. C.H. Piper; 3. E. Dutton.
5th Drawing.—1. J. Pounds; 2. J. Denbar; 3. M. Sugrue.
6th Drawing.—1. D. Green; 2. M. Mabon; 3. A. Withers.
7th Drawing.—1. W. Jones; 2. A.T. Pong; 3. C.B. Atkinson.
8th Drawing.—1. A.Y. Noronha; 2. C. Young; 3. R. Dunlevy.
9th Drawing.—1. G. Grot; 2. G.S. Rodger; 3. E.E. Wilson.
10th Drawing.—1. M. O'Brien; 2. M. O'Brien; 3. H. Stansfield.
11th Drawing.—1. P.T. Julyan; 2. Fung Chang; 3. M. O'Sullivan.
12th Drawing.—1. J. Perkins; 2. E.B. Andrews; 3. Bertha and Marie.
13th Drawing.—1. D.L. Harding; 2. M. Earner; 3. J.R. Kinghorn.
14th Drawing.—1. H. Dixon; 2. Wm. Hearn; 3. E. Coolarte d'Almeida.
15th Drawing.—1. Ip Kam Kwong; 2. Placida Silva; 3. W. Knight.
16th Drawing.—1. Patsy Nicol; 2. H. Lee; 3. J. Rodrigues.
17th Drawing.—1. G. Bellis; 2. V. F. Azevedo; 3. L. Banchun.
18th Drawing.—1. Mr. Botelho; 2. A. J. Morris; 3. Mrs. Sandford.
19th Drawing.—1. Miss Gardner; 2. J. Irving; 3. L. Lammert.
20th Drawing.—1. D. Cronk; 2. F.A. Wilson; 3. L. Ritcher.
21st Drawing.—1. W.G. Fitzgibbon; 2. L.G. Ribeiro; 3. J. Arthur Howe.
22nd Drawing.—1. Sonny Thewell; 2. L.E. Lammert; 3. A. d'Azevedo.
23rd Drawing.—1. H. Roza; 2. J. de Britto; 3. L.G. Ribeiro.
24th Drawing.—1. W. Hynes; 2. C.M. Carvalho; 3. M. Roza.
25th Drawing.—1. P. Murphy; 2. J.M. Leather; 3. Joan Jensen.
26th Drawing.—1. H.A. Branch; 2. B.H. Barradas; 3. C.B. Wicheil.
27th Drawing.—1. W. Glen-dinning; 2. C.F.X. da Roza; 3. G. Harper.

BANKRUPT FIRM.

A Liquidator Appointed.

Before the acting Chief Justice, Mr. Justice Gompertz, this morning, Mr. C.D. Melbourne, mentioned the case of the Chop Sing Kee firm, in bankruptcy.
Mr. Melbourne stated that the application was for the appointment of a liquidator. Meetings of the creditors and contributors were called and Mr. C. Bernard Brown was unanimously elected liquidator. The meeting of the contributors of December 6th was not attended, and another meeting was called for the 13th instant, which also was not attended. He asked the Court to confirm the resolutions of the creditors.
The Chief Justice.—At the meeting of the creditors was anything mentioned about the committee of contributors?
Mr. Melbourne.—I proposed the resolution, but it was not passed.
The Chief Justice.—You want Mr. Bernard Brown to be appointed liquidator with the usual conditions?
Mr. Melbourne.—Yes, my Lord. The application was granted.

BILLIARDS.

Inter-Mess League Match.

In a League match played last evening the Garrison Mess beat the Engineers by 5 games to 1. The scores were as follows:—
GARRISON MESS. (5)
Sgt. Major Carter 150
Sgt. Floyd 143
Q.M.S. Partridge 150
Sgt. Scouler 150
Sgt. Major Stroud 150
Q.M.S. Stanley 150
R. E's. (1)
Q.M.S. Wilson 142
Sgt. Major Flynn 150
Sgt. Hyne 73
Q.M.S. Whitlam 118
Sgt. Major Smith 92
Cpl. Townsend 145
The highest break (29) was made by Cpl. Townsend.

FOOTBALL.

Second Division Table.

Below is the table result of the 2nd Division league up to December 11th:—

	Goals
P.W.L.D.	G.A.
St. Joseph	7 6 1 - 24 4 12
R. G. A. Res.	7 6 1 - 19 8 12
Olders United	8 4 3 1 - 18 9 9
United F.C.	7 4 2 1 - 15 12 9
Kowloon Res.	7 3 2 2 - 12 11 8
H. K. Res.	8 3 5 - 9 8 6
S. C. Res.	8 3 5 - 15 16 6
Indian R.C.	8 3 5 - 12 13 6
S. & Depts.	6 2 3 1 - 10 11 5
Carlisle	3 2 1 5 - 5 4 4
Fanjabis	8 2 6 - 8 36 4
C. de Recreio	7 1 5 1 - 10 19 3

LEAGUE CRICKET.

C. R. C. v. University

The following will represent the C. R. C. in the above match on Saturday at 2 p.m. on the University ground:—Ng Sze Kwong (Capt.), Chos Man Ping, Shin Man Ping, Wei Wing Look, Up Hew Fan, Hung Man To, Geo Lee, H. Ching, James Wong, Lo Man Fun and Lai Kun.

PROPORTIONAL TARIFFS FOR PARCEL POSTS

The Universal Postal Congress in session at Madrid has adopted, with slight modifications, the scheme submitted by the Commission on Parcel Posts for establishing a scale of weights with proportional tariffs which will greatly benefit trade.

TO-DAY'S EXCHANGE.

The closing rate of the dollar on demand, to-day was 5s. 11/16d.

THE WEATHER.

2 p.m. Barometer:—30.12 Temperature:—65. Humidity:—51.

LIGHTING-UP TIME.

Lighting-up time to-day is 5.41 p.m.

DONT FORGET.

To-day.

Theatre Royal—Warwick Comedy Co. present "Brown Sugar"—9.15 p.m.
Coronet Theatre—5.15 and 9.15 p.m.
Hongkong Theatre—5.15, 7.15 and 9.15 p.m.
To-morrow.
Coronet Theatre—5.15 and 9.15 p.m.
Hongkong Theatre—5.15, 7.15 and 9.15 p.m.

NOTICE



Mischa Elman Plays a Grieg Nocturne

"Nocturne" (Op. 54, No. 4)

This is one of the most delicately and exquisitely poetic records that Mischa Elman has ever made. Even our workaday selves are guided away by the beauty of this "night-piece" until we feel, like poets, too, for the moment, the full mysterious magic of the darkness.

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OTHER INTERESTING RECORDS BY ELMAN.

- 64642 Capriccio (Scarlatti)
- 64894 The Dew is Sparkling (Rubinstein)
- 64121 Minuet in G. No. 2 (Beethoven)
- 64636 Pastorale (Scarlatti)
- 64201 Rigaudon (Monsigny)
- 64123 Serenade (Drigo)
- 64197 Trauerei (Schumann)
- 64821 Tango (Albeniz-Elman)
- 64643 Valse Caprice (Rissland)
- 74601 Kol Nidrei (Max Bruch)
- 74053 Melodie (Tchaikowsky)
- 75165 Rondo Capriccioso (Saint-Saens)



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EARLIER TELEGRAMS.

(Continued from page 2)

UNITED STATES NAVY.

Washington, Dec. 12.

The annual report of Mr. Daniels, Secretary of the United States Navy, states that the present fleet is adequate if the United States enters the League of Nations, otherwise he recommends the construction in the next three years of 3 battleships, 30 cruisers, one battle cruiser, 8 gunboats, 18 destroyers and 18 submarines. There are at present under construction 11 battleships, 6 battle cruisers and 120 auxiliaries. Mr. Daniels still considers the battleships the backbone of the fleet.

Mr. Daniels referring to the respective merits of the capital ship and submarine contended that history had shown that for every new weapon brought against the battleship a new organ of defence had been invented. He mentioned that Japan had laid down five capital ships since the Armistice. Nevertheless, he said, the submarine, unless internationally outlawed, had come to stay and the ruthless use of it by the Germans had not altered the fact that in a large field submarines were of legitimate use.

GERMAN CABLES.

Washington, Dec. 13.

The differences in connection with the distribution of German cables were settled at a plenary session of the International Communications Conference. The negotiations continue on a basis of an agreement which has not been disclosed.

BRITISH PEACE MISSION.

Delhi, Dec. 13.

An official British Mission is proceeding to Kabul to conclude peace with Afghanistan. The announcement has been welcomed generally in India. It is opined that this will quieten frontier unrest.

DANISH ROYALTY IN ROME.

Rome, Dec. 12.

The King and Queen of Denmark have arrived in Rome and have been received by the King and Queen of Italy, Senator, Deputies and the Mayor of the municipality. They reviewed the troops and were given an ovation.

TIBETAN TRADERS ALARMED.

London, Dec. 13.

A Bombay telegram states that Tibetan traders arriving at Kalimpong report that five thousand Chinese troops are massing on the borders of Tibet. The authorities at Lhasa are taking precautions. It is also reported that parties of Turks appeared on the northern borders of Tibet to enlist the sympathy of the Mongolians.

FRANCO-TURKISH ENCOUNTER.

Paris, Dec. 13.

Unofficial information reports a Franco-Turkish encounter 40 miles South-East of Latakia, in which Turkish raiders captured prisoners and material.

INDIAN OPIUM FOR HONGKONG.

Delhi, Dec. 13.

At the request of the Hongkong Government, the Indian Government has agreed to renew the agreement for a direct supply of opium, and fixed a price for five years beginning 1921.

GOLD AND SILVER.

London, Dec. 13.

In the House of Commons the Government agreed to fix the time limit of the Gold and Silver Bill at five years. The Bill passed its third reading.

A NEWSPAPER HOLIDAY.

No newspaper whatever will be published in England on December 25th, 26th and 27th.

COMMERCIAL NEWS.

A NEW MALAYAN INDUSTRY.
The Times of Malaya publishes a description of the plant of the newly-formed Malayan China-clay and Pottery Company. Valuable beds of China-clay exist in Perak and the new company is working one on the Gopeng Consolidated property. Doctor W. R. Jones, the well known geologist, is the Managing Director. The Kaolin beds at Gopeng are said to compare favourably with the best Cornish. At present the plant is experimental, but will produce 6,000 tons per annum.

MANILA REPORT.

Messrs. Warner, Barnes & Co., Ltd., under date Manila, November 15, state:—There have been no Hempransactions reported since our last issue. There is, however, a weaker feeling in the market, due to financial stringency, and there would probably be sellers at prices. With no encouraging news from outside sugar markets some holders have been ready to accept lower prices offered by Chinese buyers, resulting in a few transactions. The Copra market is weaker in sympathy with the decline in consuming markets. The Coal market is steady on the basis of the following prices:—Best Japanese Lump P43.00 per ton ex-ship duty paid; Australian P45.00 per ton ex-ship duty paid. The rice market has been quiet during the past fortnight and prices have declined further. The last quotation from Saigon is P14.50 per picul f.o.b., which is equal to a laid down cost of P9.44 per cavan of 57½ Kilos duty paid. The Flour Market is quiet, and very little business is passing. Lower prices are anticipated, but conditions are very uncertain and we look for news of a big decline in the American market at any moment.

SHANGHAI COAL.

Messrs. Wheelock & Co's Coal Report dated Shanghai, 2nd, Decemb. states: Japan Coal:—Since writing a fortnight ago Sellers have issued their prices for 1921 requirements and most of the larger consumers have settled their contracts at prices which show a considerable increase over those for this year:—this is entirely due to exchange which stood a week ago at Taels 62.00 for 100 yen against last year's rate of Taels 34.00 on settling day! This means that exchange shows a drop of about 100% as compared with last year! and although prices to-day are lower in Japan than they were a year ago they are not low enough to compensate for the enormous difference in exchange. Fushun Coal:—No change. Kaiping Coal:—Some large contracts have been fixed this week for 1921 deliveries at prices slightly in advance of those for 1920. There are indications of a shortage in all Washed Coal. Temporary congestion of tonnage is again being experienced at the port of loading due to shortage of rolling stock between the Mines and Chinwangtao. Cardiff Coal:—Another shipment of about 1,070 tons of Cardiff coal has just arrived per s.s. "Javary" and has been landed here for Government use.

T. S. STEEL.

It is stated that there is no prospect that domestic demand for American steel will revive in the near future. There is no place where an increased demand could come in this period of general readjustment. By common consent men are waiting for the arrival of the new basis on which business is to proceed. In some quarters it is thought there will be a slight revival in general business activity immediately after the Election, but nothing of great importance is expected. As to export demand, not a great deal can be expected. British steel prices, which had attained even higher heights than American, are declining and orders are being sought. Germany and Belgium have been getting into production. At best, the entire demand of the non-producing countries is not very large, compared with American steel producing capacity. Mr. E. H. Gary, its Chairman, states that the United States Steel Corporation has advised subsidiaries that the present basis of selling prices for all commodities be continued in force until it becomes necessary to make changes on account of altered conditions. Testimony that three-fourths of the wrought steel industry of America is controlled by three powerful corporations, with prices usually absolutely uniform was given in the building trust enquiry by John C. Cornell, jobbing exporter.

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WELL-KNOWN SHANGHAI
MAN SHOT.

Shanghai, Dec. 14.

Mr. R. F. Hazelton, head of the Order Department of the firm of Messrs. Gaston, Williams and Wignmore, was shot in the abdomen in the cloakroom of the "Edorado," a low class bar in the "Trenches" district, while attempting to pacify two sailors from an American merchant ship. Mr. Hazelton is a life long resident and is not expected to live through the night. Witnesses and the dying man recognised the assailant as Henry B. Furbush, third engineer of the "Adghill," who, with Francis Quinn, his shipmate, has been arrested. An American marine and a sailor arrested Furbush. Chinese police in the Chinese territory feared he would again use his gun.

SINGAPORE MUTINY.

Singapore, Dec. 14.

At the Legislative Council, the unofficial members requested that the report of the enquiry as to the Singapore Mutiny of 1915 be tabled.

VENEREAL DISEASE.

Shanghai, Dec. 14.

The Eastern Commission of the British National Council for combating venereal diseases will open their conferences on Wednesday. The Chairman of the Municipal Council will preside at the opening.

STRAITS INCOME TAX.

Singapore, Dec. 14.

The Income Tax Renewal Bill has been referred to a Select Committee for report.

WORLD OF SPORT.

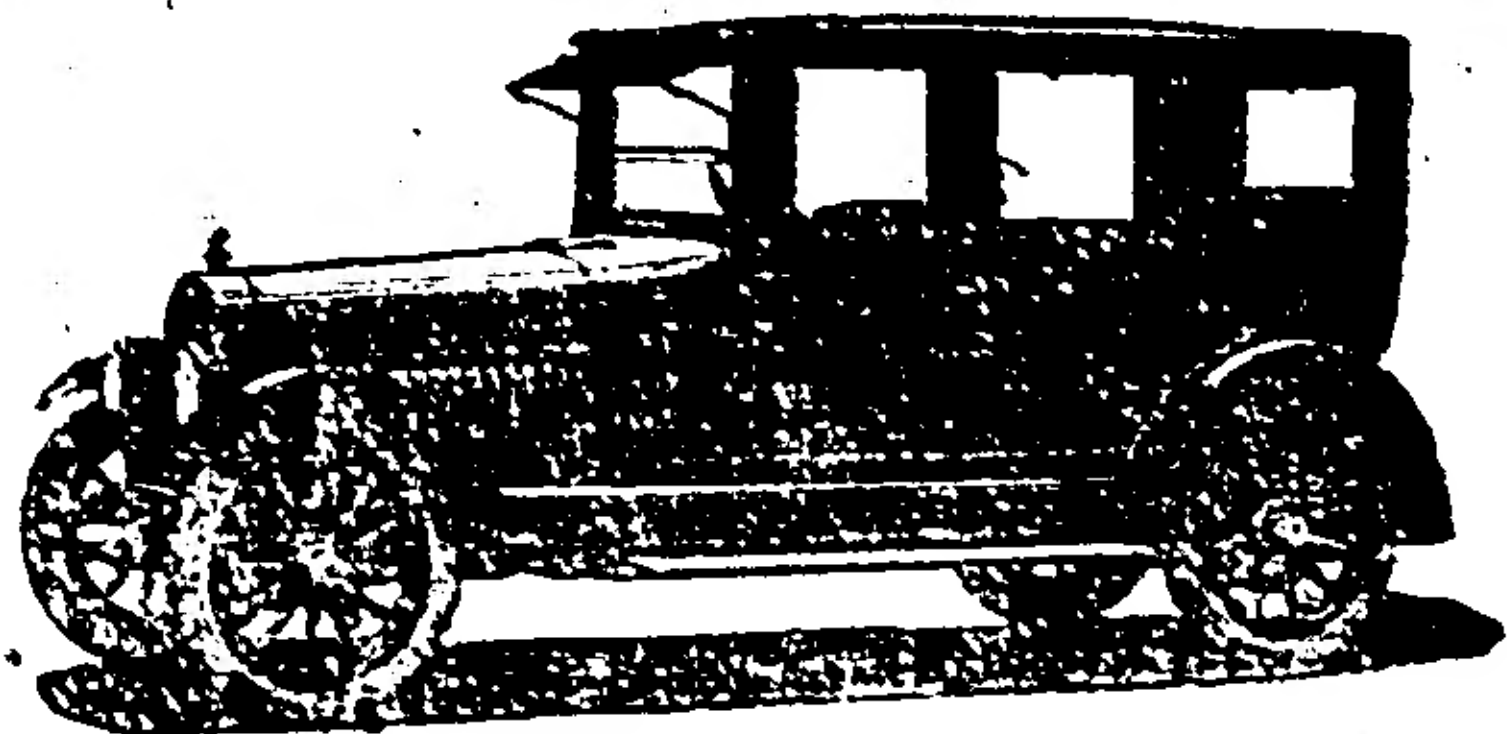
Ringside seats for the Dempsey-Carpentier fight are to cost £40 apiece.

A Newport message says that Jerry Shea is matched against Tom Gummer for the middle-weight championship of Great Britain and the Lonsdale Belt.

In his young days Tom Conliffe, whose trainer's licence has been renewed, was a noted athlete, a member of the Gifford Harriers and a keen Rugby football player. There was an attendance of just over 22,000 at the International match at Sandholland between England and Ireland, and the total receipts were £12,541 16s. 10d.

ANNOUNCEMENT.

Just Received Shipment of the Famous Hudson and Essex Sedan and Touring Cars.



THE HUDSON SEDAN.

The HUDSON and ESSEX cars are undoubtedly the best for local conditions. Inspection invited. Demonstrations arranged for prospective purchasers.

OPEN & CLOSED CARS FOR HIRE.

TEL. 482 THE DRAGON MOTOR CAR CO. TEL. 3552
GARAGES IN HONGKONG & KOWLOON
24, DES VŒUX ROAD CENTRAL.

TEMPERANCE SENTIMENT.

Its Growth in Scotland.

In an interview with a Press representative the Rev. James Barr, B.D., Glasgow, gave some account of his "No-Licence" campaign throughout Scotland. He had traversed the kingdom from Kirkcaldy to the Shetland Islands, and he was gratified at the growth of the Temperance sentiment. Some places, it was true, showed apathy, and from a number, not a great deal was to be expected on this first occasion. That remark applied mainly to rural districts, and a part explanation was that such localities had not had the same object lessons of the evil of drink as industrial centres. Of the 345 burghs and wards of burghs in Scotland however, only about 24 would be uncontented. A great many of the provincial towns, he thought, would do splendidly, and he was especially impressed by the prospects in the fishing towns along the Moray Firth.

WOMEN AND LABOUR.

The Act itself had been the means of stimulating interest in the Temperance question, and especially the requirement of a requisition. Other reasons of the awakened interest included the enfranchisement of women. The prominent part which women might play was strikingly reflected in plebiscites taken during the war. In Clydebank, for instance, while the voting of men for war-time prohibition was in the proportion of 24 to 1, the proportion of women was 9 to 1. In Barrow the figures were men 6 to 1, women 20 to 1. At Alva the proportion was 359 men to 976 women. A great impetus had been imparted by the declarations of organised Labour. The Annual Scottish Divisional Congress of the Independent Labour Party Paisley on 4th January supported prohibition as against Nationalisation, and called on the workers to vote "No-Licence." On 18th February the Glasgow Trades and Labour Council also supported prohibition; and on 29th April the Scottish Trades Congress strongly urged all Trade Unionists to vote for "No-Licence." The influence of the churches had also counted for a good deal. All the churches had carried "No-Licence" with the exception of the Episcopalian which was in favour rather of an improved public-house, and the Roman Catholic Church which remained neutral.

BEN TILLET'S FORMER VIEWS.

With reference to Mr. Ben Tillet's visit to Scotland Mr. Barr recalled a speech delivered by Mr. Tillet at Newcastle in October, 1892. In the course of that speech Mr. Tillet said he wished that they could get up a drink scare. The alcohol microbes was not half such a decent chap as the cholera microbes. Every man who spent a cent on drink robbed his wife. Every cent spent on drink was so much taken away from trade and so much taken away from the worker who might have a better chance were trade in a better condition. The decay and degradation of many of the labour leaders had emanated from the table of the rich men, who had

INDIAN GOVERNMENT.

Condemnation of Non-co-operation.

Addressing a crowded audience on Monday evening at the Gokhale Hall, Madras, under the presidency of Mr. L. A. Govindarajaya Iyer, Mr. Eardley Norton said they were now standing at the parting of the ways, and it depended upon them which way they intended to follow—the path that could lead to success and victory or that would lead to destruction and chaos. He advised them to accept the reforms as the first instalment of the greater reforms yet to come. He regretted the Brahmin and non-Brahmin feeling in Madras Presidency and said the only outcome of it must be the non-Brahmins must educate their children the same as the Brahmins and not reserve seats and keep back progress of the whole nation until they were able to run equal in the race. Progress could only be fostered by clasping hands against the common foe.

Turning to non-co-operation he said the question was whether they were going to allow themselves to go more strong on their country or were they going to deprive their children of education and postpone it because of a man of picturesque ideals like Mr. Gandhi. They were asked to sacrifice not only themselves but their unfortunate children who could not act for themselves. It was neither wisdom nor policy nor honesty. They should not merely protest against it, but they should say they would not have it. They were asked to commit that which was absolutely political suicide (cries of "no," "no"). Mr. Norton continuing said if they stopped the education of their brothers and children they would be inflicting injury of an irreparable character. Referring to the Khilafat he said they joined hands with Mahomedans in the Khilafat. Some Mahomedans from a religious point of view believed in what they said, but the majority of them did not care for it.

There was some disturbance, and Mr. Norton proceeded to point out that the Khilafat was a question concerning Europeans and Indians, Englishmen were fighting for the Mahomedans, but their hands were fettered. He wanted the Mahomedans and Hindus to be united on matters of principle.

In reply to a question he appealed to them not to follow Ireland.

DISTILLERS BUSY.

Then comes this:—More than three-fourths of the malt whisky produced in Scotland comes from the Highlands (writes a special correspondent). I made some inquiries as to what effect prohibition in Scotland would have upon the distilleries, and was authoritatively informed that the home trade is so small, comparatively, that some of the big blenders do not care whether they have it or not.

Whatever happens to the home demand for whisky, the requirements for export are steadily mounting up. Further, the export trade pays better than the home trade.

All over Scotland distilleries are making preparation for a record season. In order to get an early start, many of them have secured supplies of English and foreign barley, as the harvest in Aberdeenshire and other large barley growing districts in Scotland is exceptionally late this year. Large quantities of grain have come from California, and in some instances, from Yorkshire.

In Spey-side most of the distilleries are under-staffed, the dearth of houses being a bar to the securing of more labour. A number of firms have submitted plans to the Scottish Board of Health for extension of buildings, extra railway sidings are being laid down, contracts placed for new trucks, while coopers have never been so busy making casks.

Whisky stocks are, of course, very low, by reason of the fact that for about two years during the war there was no distilling, so that despite the fivefold increase in the price of barley, as compared with normal times, and very high excise duties, distillers have never been so busy and have never anticipated such a prosperous time ahead.

It was of interest to learn, in view of the coal situation, that the distillers have been officially notified that, in the event of a strike, the enormous supplies of coal which they stored during the slack season may have to be commandeered.

THEATRE ROYAL

EDGAR WARWICK

announces the
LAST FOUR NIGHTS
of the

WARWICK COMEDY COMPANY

TO-NIGHT! TO-NIGHT! TO-NIGHT!

The first production in the East of

"BROWN SUGAR"

THE PLAY THAT ALL LONDON IS LAUGHING AT
Marjory Clark as "Lady Sloane"

TO-MORROW Dec. 16th. By General Request "THE CASE OF LADY CAMBER."

FRIDAY Dec. 17th. The Ever-popular "ELIZA COMES TO STAY."

SATURDAY Dec. 18th. Farewell Performance "UNCLE NED."

Booking at MOUTRIE'S.

NOTICE.

MADAME FLINT has arrived from Paris with a large assortment of Evening and Afternoon Gowns, Costumes, Capes, Millinery, Furs, etc. which we are marking off, and will be on show for the 15th of December.

Although the prices have considerably advanced in Paris for the latest models, Madame Flint is charging the reasonable prices that she has always done.

MADAME FLINT.

32, Queen's Road Central,
Corner of Flower Street.

NOTICE.

THE HONGKONG TUTORIAL & EDUCATIONAL INSTITUTE

43, Bonham Road,
Opposite the University
Tel. No. 732. P.O. Box 593.
Principal

JOHN P. JONES, B.Sc., M.E. Min.
The Institute affords Special Preparation (Class and Private, Day and Evening, Oral and Correspondence) for University Matriculation and Degree Examinations.

New Session has now commenced. Tutorial Classes are being conducted in English, Mathematics, Trigonometry, Mechanics, Physics, Chemistry, History, Geography, Latin and French for Hongkong University July Examinations.

Private Tuition can also be had in these subjects.

Prospectus on application.

NOTICE.

THE CHINA LIGHT & POWER CO. (1918) LTD.

THE SECOND ORDINARY GENERAL MEETING OF SHAREHOLDERS will be held at the Offices of the Company, St. George's Building, Chater Road, Victoria, Hongkong, on THURSDAY, the 23rd December, 1920, at 11 o'clock in the forenoon, for the purpose of receiving a statement of accounts and the report of the General Managers for the year ended 30th September, 1920, and electing a Consulting Committee and Auditors.

THE TRANSFER BOOKS of the Company will be closed from FRIDAY the 17th December 1920 until THURSDAY the 23rd December, 1920, both days inclusive.

SHEWAN, TOMES & CO.
General Managers.
Hongkong, 7th December, 1920.

THE SHELL TRANSPORT & TRADING CO., LTD.

An Interim Dividend of 2/- per ordinary share free of Income Tax has been declared on account of the year 1920. It is payable in London on the 5th January, next. Coupon No. 36.

FOR THE ASIATIC

PETROLEUM CO. (S.S.) LTD.

(Signed) W. H. BELL

NEW ADVERTISEMENTS.

NOTICE.

The Offices and Stations of the Chinese Maritime Customs for Kowloon and District will be closed to public business on the 22nd, 23rd and 27th instant, and on the 1st and 2nd January, 1921.

W. G. LAY.

Commissioner of Chinese Customs, Kowloon and District.
York Buildings,
Hongkong, 14th December, 1920.

NOTICE.

Mrs. P. H. Holyoak will be "At Home" to her friends at 143 Barker Road, Peak, on Monday the 20th and Tuesday the 21st December.

NOTICE.

LADIES GOLF.

Annual General meeting will be held at 11 a.m. on Friday January 7th at the Helena May Institute. It is hoped that all lady golfers will be present.

BILLIARDS.

PALACE HOTEL, KOWLOON.

Exhibition Game

Wednesday, 15th Dec. 1920.

Mr. T. R. Golding

Capt. E. B. Green

600 up. Commencing at 9 p.m.

NOTICE.

MIN RIVER CONSERVANCY.

Notification No. 9.

Notice is hereby given that TENDERS are invited for a vertical boiler about four feet in diameter and nine feet in height, either new or used, together with the usual steam and water mountings suitable for use on a Priestman Dredger. Tenders will be considered only on boilers in good working condition.

Tenders stating dimension with other particulars of the boilers and mountings, term, time of delivery, etc., will be received up to 21st December by the Honorary Secretary and Treasurer of the Min River Conservancy.

The Conservancy does not bind itself to accept the lowest or any tender.

P. R. WALSHAM.

Hon. Secretary and Treasurer
to the Min River Conservancy
Foochow, 30th November, 1920.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction on

Friday, the 17th December, 1920,

commencing at 11 a.m.
at their Sales Rooms, Duddell Street

5 Casks Steel Springs
1 Case Magneto, Spark Plugs, etc.
1 Case Brass Flower Pots, Lanterns, etc.
1 Case Brass Nettings
2 Cases Iron ware
1 Case Chain & Oil
1 Case Ladies Shoes
2 Cases Socks
4 Cases Hat
1 Case Fancy Lace
2 Bundles Dining Requisites
9 Cases Perchloride of Mercury
800 lbs. Round Tacks Core Pack 5-1

Terms: Cash on delivery

LAMBERT BROS.

Auctioneers.

FOR SALE.

MILNER'S SAFES

APPLY TO

Duddell Street.

WANTED.

WANTED.—Well furnished flat in Kowloon or Hongkong by young married couple without children per 1st or 15th March. Without Board. Apply Box 483 c/o "Hongkong Telegraph."

TO BE LET.

TO LET.—For immediate occupation three large and light rooms, suitable for office. Central Position. Apply P. O. Box No. 73.

TO LET.—One large OFFICE ROOM in Queen's Buildings to let with immediate possession. Apply Box 482 c/o "Hongkong Telegraph."

FOR SALE.—One Chair completely equipped with top and side curtains. Two coolies' oilskin coats and four uniforms. Price \$45.00. Address Box 480 c/o "Hongkong Telegraph."

LOST.

LOST.—On Tuesday evening a Diamond ring in the vicinity of Des Vœux Road. Finder will be handsomely rewarded, on returning to Mr. Gibson, H. M. S. Ambrose.

REPULSE BAY HOTEL.

The completion of the Ball Room Extension has increased the Dance Floor capacity to 5,000 Square Feet.

CABARET DINNER DANCES

will be held at the above Hotel on the following dates:—

SATURDAY, 18th Dec. 1920.

WEDNESDAY, 22nd Dec. 1920.

XMAS EVE, FRIDAY, 24th Dec. 1920.

BOXING DAY, MONDAY, 27th Dec. 1920.

WEDNESDAY, 29th Dec. 1920.

NEW YEAR'S EVE, FRIDAY, 31st Dec. 1920.

and

NEW YEAR'S DAY, SATURDAY, 1st JANUARY, 1921.

HONGKONG HOTEL.

CABARET DINNER DANCE

XMAS NIGHT, SATURDAY, 25th December, 1920.

SMITH & JACKSON

will entertain with the latest coon songs and dances on the above dates.

HONGKONG HOTEL.

NEW YEAR'S EVE.

FRIDAY, 31st December, 1920.

The attention of patrons is drawn to the fact that the usual dance will not be held at the Hotel on the above date, as the entire accommodation has been booked from 9.30 p.m. for the "AT HOME" to be given by Lt. Col. J. R. Wyndham and Officers of the 2nd Battalion, The Duke of Edinburgh's (Wiltshire Regiment).

WAR MEMORIAL.

SUBSCRIPTION LIST.

For the erection by Public Subscription, of a building to be run on Y.M.C.A. lines, to be called the "War Memorial Institute" and to be managed for the joint use of the Navy, the Army and Civilian by a Joint Board of Directors.

Lists may be found at:—
Messrs. Lane Crawford
Messrs. Kelly & Walsh
Messrs. Moutrie
The Hongkong Club
The Hongkong Cricket Club
The Club Lusitano
The Engineers Institute
The Victoria Recreation Club
The Kowloon Cricket Club
The Kowloon Bowling Club
The Peak Club
The Club de Recreation
The Craigengower Club

M. J. BREEN

Hon. Secretary War Memorial

Committee.

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND
PASSENGER SERVICES.

LONDON SERVICE

	(Direct)	
"PYRRHUS"	21st Dec.	London, Amsterdam & Antwerp
"RHESUS"	4th Jan.	London, Amsterdam & Hamburg
"MACHAON"	11th Jan.	London, Amsterdam & Hamburg
"DANFA"	25th Jan.	London, Amsterdam & Hamburg
"IONON"	6th Feb.	London, Amsterdam & Antwerp

LIVERPOOL SERVICE

	(Direct or via Continental Ports)	
"DEMODOCUS"	24th Dec.	Genoa, Liverpool & Glasgow
"ALCINOUS"	3rd Jan.	Marseilles, Havre & Liverpool
"HECTOR"	11th Jan.	Liverpool
"BELLEROPHON"	19th Jan.	Genoa, Marseilles & Liverpool

PACIFIC SERVICE

	(via Kobe and Yokohama)	
"TYNDAREUS"	30th Dec.	Victoria, Seattle, Tacoma and
"TEUCER"	1st Feb.	Vancouver
"PROTESILAUS"	15th Feb.	

NEW YORK SERVICE

	(via Suez or Panama)	
"TYDEUS"	16th January.	

HOMEWARD PASSENGER SERVICE

"PYRRHUS"	21st December	for London direct
"ANCHISES"	1st February	for Liverpool direct
"MENTOR"	22nd February	for London direct
"TEKESIAS"	1st March	for London direct
"STENTOR"	15th March	for Liverpool direct

For Freight and all Information Apply to

BUTTERFIELD & SWIRE
AGENTS.

CONSIGNEES.

VEREENIGDE NEDERLANDSCHE
SCHEEPVAART-MAATSCHAPPIJ
(United Netherlands Navigation
Company.)
HOLLAND-OOST AZIE LIJN.
(HOLLAND-EAST ASIA LINE.)

NOTICE TO CONSIGNEES.

From AMSTERDAM, HAM-
BURG, GENOA, CADIZ
AND COLOMBO.

The Steamship
"BORNEO"

having arrived from the above
ports, consignees of cargo by her
are notified that all goods are
being landed at their risk into
the hazardous and/or extra-
hazardous godowns of the Hong-
kong & Kowloon Wharf and
Godown Co. Ltd., whence and/or
from the wharves delivery may
be obtained.

Goods not cleared by the 15th
December, 1920 will be subject to
rent.

All broken, chafed and damaged
packages are to be left in the
godowns, where they will be
examined on the 15th December,
1920 at 10 a.m. by Messrs.
Goddard & Douglas.

Claims against the steamer
must be presented in writing
within ten days after arrival of
steamer, otherwise they will not
be recognized.

No Fire Insurance will be
effected by the undersigned in any
case whatever.

Bills of Lading will be counter-
signed by

JAVA-CHINA-JAPAN LIJN.
General Agents.

Hongkong, 13th December, 1920.

CONSIGNEES.

NOTICE TO CONSIGNEES.
THE LOS ANGELES PACIFIC
NAVIGATION CO.

The Steamship
"WEST HIKA"

having arrived from Los Angeles
via ports on 13th December
1920, consignees are hereby noti-
fied that their cargo is being land-
ed at their risk into the Hazardous
and/or Extra hazardous Godowns
of the Hongkong and Kowloon
Wharf and Godown Co. Ltd.,
Kowloon, and stored at con-
signee's risk.

Consignees of cargo must pro-
duce an Import permit signed by
the Superintendent of Imports and
Exports, Hongkong, before Bill of
Lading will be countersigned.

All broken, chafed, and damag-
ed goods are to be left in the
Godowns, where it will be
examined at 10 a.m. on 20th inst.

All claims must be presented
within fifteen days of the
steamer's arrival here after which
they cannot be recognized.

No claim will be recognized
after the goods have left the Go-
dows, and cargo undelivered
on and after 16th inst. will be sub-
ject to rent.

No Fire Insurance will be
effected.

Consignees are requested to
send in their Bills of Lading for
countersignature immediately.

LOS ANGELES PACIFIC
NAVIGATION CO.

United States Shipping Board
Emergency Fleet Corporation.

CHAS. E. RICHARDSON,
Agent.

Prince's Buildings.
Hongkong, 13th December, 1920.

CONSIGNEES.

NOTICE TO CONSIGNEES.

PACIFIC MAIL S.S. CO., LTD.

S.S. "WEST NERIS."

From SAN FRANCISCO via
HONOLULU and MANILA.

The above mentioned vessel
having arrived from the above
mentioned ports, consignees of
cargo are hereby informed that
their cargo will be landed at their
risk into the Pacific Mail Steam-
ship Company's Godown at West
Point, and stored at Consignee's
risk.

Consignees of Cargo are here-
by notified that they must pro-
duce an Import Permit signed by
the Superintendent of Imports and
Exports Hongkong before Bills
of Lading can be counter-
signed.

All broken, chafed and damaged
goods are to be left in the Go-
dows, where they will be ex-
amined on Dec. 20th at 10 a.m.

All claims must be presented
within a week of the steamer's
arrival here, after which they
cannot be recognized.

No claim will be admitted after
the goods have left the Godowns
and all goods remaining unde-
livered after Dec. 21st will be
subject to rent.

No Fire Insurance whatever
will be effected.

Consignees are requested to
send in their Bills of Lading for
countersignature immediately.

PACIFIC MAIL S.S. CO.,
Hotel Mansions.

Hongkong, 15th December, 1920.

NOTICE TO CONSIGNEES.

THE ADMIRAL LINE.

The Steamship
"WOUDRICHEM"

having arrived from New York
via ports, on 14th inst. consignees
are hereby notified that their
cargo is being landed at their risk
into the Hazardous and/or Extra-
Hazardous Godowns of The Hong
Shan Godown Co., No. 16 & 17
Kennedy Town, Praya, Hong-
kong and stored at consignee's
risk.

Consignees of cargo must pro-
duce an Import permit signed by
the Superintendent of Imports and
Exports, Hongkong, before Bills
of Lading will be countersigned.

All broken, chafed and damaged
cargo is to be left in the Godowns
where it will be examined at 10
a.m. on 20th Dec. by the Com-
pany's Surveyors, Messrs. Carmi-
chael and Clarke.

All claims must be presented
within ten days of the
steamer's arrival here, after
which they cannot be recognized.

No claims will be recognized after
the goods have left the Godowns,
and cargo undelivered on and
after 20th Dec. will be subject to
rent.

No Fire Insurance whatever will
be effected.

Consignees are requested to
send in their Bills of Lading for
countersignature immediately.

PACIFIC STEAMSHIP CO.,
Discharging Agents.

5th Floor Hotel Mansions.
Hongkong, 14th December, 1920.

W. S. BAILEY & CO., LTD.,

ENGINEERS & SHIP-
BUILDERS, HOR UN
KOWLOON.

HARBOR REPAIRS
Call Flag "L"

Sole Agents for
"KELVIN MOTORS."
Motors from 12 H.P. to
50 H.P. now in stock
also spare parts.

Works ... Tel. K.21.
Manager ... K.329.
Secretary ... K.369.
Harbour Engineer ... K.28.
Telegrams "SEYBOURNE"

CONSIGNEES.

NOTICE TO CONSIGNEES.

NIPPON YUSEN KAISHA.

From EUROPE & STRAITS.
The Company's Steamship
"SHIDZUKA MARU"

having arrived from the above
ports, Consignees of Cargo are
hereby informed that their Goods
are being landed and placed at
their risk in the Hongkong and
Kowloon Wharf and Godown
Company's Godowns at Kowloon,
where each consignment will be
sorted out mark by mark and
delivery can be obtained as soon
as the Goods are landed.

Optional Goods will be carried
on unless instructions are given
to the contrary before Noon To-
day.

Goods not cleared by the 19th
Dec., 1920, will be subject to rent.

Damaged packages must be
left in the Godowns for exami-
nation by the Consignees and the
Co's representatives at an ap-
pointed hour on Tuesday and Fri-
day. All claims must be presented
within ten days of the steamer's
arrival here, after which date
they cannot be recognized. No
claim will be admitted after the
goods have left the Godowns.

NIPPON YUSEN KAISHA.
Agents.
Hongkong, 12th December, 1920.

NOTICE TO CONSIGNEES.

"BEN" LINE OF STEAMERS.

From LEITH, MIDDLESBRO,
LONDON AND STRAITS.
The Steamship
"BENRINNES"

Consignees of Cargo are hereby
informed that all Goods are being
landed at their risk into the
hazardous and/or extra hazardous
Godowns of the Hongkong and
Kowloon Wharf and Godown Co.,
Ltd., whence and/or from the
wharves delivery may be
obtained.

No Claims will be admitted
after the Goods have left the Go-
dows, and all Goods remaining
undelivered after the 20th inst.
will be subject to rent.

All claims against the steamer
must be presented to the Under-
signed on or before the 27th
instant, or they will not be
recognized.

All broken, chafed and damag-
ed Goods are to be left in the
Godowns, where they will be
examined on the 20th inst. at
10 a.m.

No Fire Insurance has been
effected.

Bills of Lading will be counter-
signed by

GIBB, LIVINGSTON
& CO. LTD.
Agents.

Hongkong, 13th December, 1920.

YOUR ATTENTION IS INVITED

TO
OUR LATEST NOVELTY
OF

NON-CREASEABLE NECKWEAR

AND

OUR LARGE ASSORTMENT
OF

WOOLLEN WEAR.

THE SINCERE COMPANY, LIMITED.

CONSIGNEES.

NOTICE TO CONSIGNEES.

THE STEAMSHIP

"NIPPON"

From TRIESTE, VENIA,
PENANG & SINGAPORE.

Consignees of Cargo are hereby
informed that all Goods are being
landed at their risk into the Go-
dows of the Hongkong and Kow-
loon Wharf and Godown Com-
pany, Ltd., at Kowloon, whence,
and/or from the wharves delivery
may be obtained.

Optional Cargo will be forward-
ed unless notice to the contrary
be given before 13th inst.

No claims will be admitted after
the Goods have left the Godowns,
and all Goods remaining unde-
livered after the 19th inst. or they
will be subject to rent.

All claims against the steamer
must be presented to the Under-
signed on or before the 29th inst.
or they will not be recognized.

All broken, chafed, and damag-
ed Goods are to be left in the Go-
dows, where they will be exam-
ined on the 15th inst. at 10 a.m.
No Fire Insurance has been
effected.

Bills of Lading will be counter-
signed by

DODWELL & CO., LTD.,
Agents.
Hongkong, 13th December, 1920.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.

AND
CHINA MUTUAL STEAM
NAVIGATION CO., LTD.

Consignees per Co's Steamer
"LAOMEDON"

are hereby notified that the Cargo
will be discharged into Holt's
Wharf, Kowloon, where it will
lie at Consignee's risk. The
Cargo will be ready for delivery
from Godown on and after 15th
December.

Optional cargo will be landed,
unless notice has been given prior
to steamer's arrival.

All broken, chafed, and damag-
ed goods are to be left in the
Godowns, where they will be
examined on any Tuesdays and
Fridays between the hours of
10.45 a.m. and noon within the
free storage period.

No claims will be admitted after
the Goods have left the steamer's
Godown, and all Goods remaining
undelivered after the 20th Dec.,
will be subject to rent.

All Claims against the Steamer
must be presented to the under-
signed on or before the 3rd Jan.,
1921 or they will not be recognised.
No Fire Insurance will be
effected.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 14th December, 1920.

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LONG AND SHORT WORDS.

The Proper Selection.

Never use a long word when a
short one will do. The advice is
very old and very sound, but
needs qualification.

Some sensible remarks on the
subject are made in that helpful
monthly magazine, *English*, by
Mr. Arthur L. Salmon. The first
point, he argues, should be, not a
word's length but its fitness; the
second should be its sound and
its beauty.

If there are two words that
equally fulfil both conditions, the
wise writer will select the shorter,
but to strive after words of one or

two syllables, to the ruthless
exclusion of all others, is foolish,
if not fatal.

Theoretically our language is
rich in synonyms. In practice
we often find that one word ex-
presses our meaning more
accurately, fits into the sentence
more tellingly, and both looks
and sounds better than its
nominal equivalent. And that,
whatever its length, whether it
have three letters or thirteen, is
the right word.

A high-sounding, Latinised
style we regard as unnatural and
bombastic, and call it "John-
sonese." Our little fishes talk
like whales. But both the whale
and sprat are useful in the right
place!

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The Hongkong Telegraph

HONGKONG, WEDNESDAY, DECEMBER 15, 1920.

AN INDUSTRIAL ARMISTICE.

The subject of industrial relations continues to attract much attention at Home, as well it might, considering all that is bound up with it. A large portion of the advice tendered is well-meant rather than well-thought-out, the suggestions tending to resolve themselves into generalities. To be sure it is not astonishing that would-be reformers are often unprepared with detailed programmes, for the magnitude of the Capital and Labour problem is enough to give pause to the most resourceful mind. As a starting-point it is well to emphasize the need of harmony by way of counterpoise to the trouble-making elements in the situation. One may conclude that this has been sufficiently done, alike by Capital, the same elements in the Labour movement, and by sociologists in general. The industrial world is then confronted with the all-important question of concrete proposals. It is, as we have said, a task to tax the resourcefulness and courage of the ablest optimist. Probably Dr. Welldon was fairly near the mark when he called for heart-to-heart talks with Labour. If anything can dispel the atmosphere of suspicion and misunderstanding that we are told exists—as, indeed, it manifestly does—on the part of a large section of Labour, it should be a candid investigation of the difficulties.

This is the stand that has been taken by Sir Charles Wakefield, an ex-Lord Mayor of London. It is fitting that one of the City kings should make a move in this matter. The Lord Mayors of London have been leaders of commerce and industry from the days of the semi-legendary Wolfrington—semi-legendary, we say, because while Richard was real enough that tale of a poor boy's sore-footed trudge to London town has a dubious look considering that Dick was the son of a knight. Sir Charles Wakefield is a member of a large firm connected with the oil industry. His suggestion is that a great representative conference should be called, representing in equal numbers Capital and Labour, to which the Government should give the fullest possible information on the world-wide for British goods, the causes of the prevalent dislocation of international trade, and the prospects of improvement. "Given good-will," states Sir Charles, "I have faith that, with full knowledge of what it is in our power to do to restore something like pre-war stability here and throughout Europe, such a conference would be willing to settle down to discuss, in appropriate sections, the details of a definite truce to disputes for a definite period. I have suggested five years, but a working agreement for three years would be invaluable."

As broad lines for investigation by sub-committees of the conference by Sir Charles suggests:—(1).—An attempt to standardize wages schemes on the basis of a cost-of-living movable scale, either for the period of the truce or for so long as the excess profits tax, or any similar measure, is in force; (2).—Methods of increasing output, and establishing production under undisturbed conditions; (3).—A limitation of working hours with the double purpose of avoiding over-fatigue to the workers and of absorbing the maximum number of those at present unemployed; and (4).—In co-operation with the Government and European Powers, manufacturers and workers to evolve a scheme for using our products in re-establishing the impoverished peoples and industries of Europe. This is an ambitious programme, and goes farther than the kindred suggestions made a little while ago by Lord Weir, who proposed a two-year truce. This would be a boon, but if the parties can so well agree why limit the duration of the pact to two, three, or even five years? Not to be over-optimistic, however, one would be ready to acclaim a two or three years truce as a memorable achievement. It might well be the herald of a better era. Sir Charles' scheme differs somewhat from Lord Weir's in that the latter is for longer hours to secure maximum production during the period of the truce, while Sir Charles favours limitation of hours so as to absorb the unemployed. This is a matter for adjustment on the basis of the unemployment position. The last of Sir Charles' recommendations opens a wide vista. If it could be adopted—perhaps, as it author suggests, under the auspices of the League of Nations—it would be a very notable step towards resettling the industrial position in Continental Europe. The proposals of the International Financial Conference at Brussels in regard to credits might here be taken into account. Sir Charles does well to point the analogy with the war period, during which, though strikes occurred here and there, the workers for the most part applied themselves to their task, recognising the urgency of the case. The problem of reconstruction is no less urgent, but is not so readily recognised. It is gratifying to note that the author of this scheme has received numerous letters of approval from workers as well as employers, and every one who has the welfare of the Empire at heart will welcome the development of the idea.

NOTES & COMMENTS.

Mail Delays.

It is a pity that the arrival of Home mails here is so irregular and that cases of mis-handling occur so frequently. We know that our Postmaster General and our Superintendent of Mails do all that they can to help the public in this important matter, but that they are at the mercy of officials elsewhere, notably at Singapore. Our friends in the southern Colony will soon think that we are always finding fault, but there was every justification for what we published yesterday. The early and regular delivery of mails is so important a matter that a very careful study of a ship's route, speed and ports of call should be made before mails are put aboard, but recently the Singapore postal authorities have made some serious errors of judgment. The Hongkong Government has already addressed the southern administrators on this question and we suggest that another reminder would not be out of place. It might be said that we are prone to grumble without realising the difficulties that have to be contended with, yet it is only by pointing out these errors that we can hope for an improvement—an improvement for which there is obvious room. Our own Post Office has not always been the smooth working institution that it now is, and to those who have grumbled in the past must go the present generation's thanks. The arrival of a Home mail is a pleasurable and important event, and anything that tends to delay it must earn for itself the clearly expressed disapproval of a disappointed public.

Harbour Development.

We are hearing quite a deal these days about various schemes for the development of the commercial side of the harbour. There is the big North Point scheme (which is going to take away our bathing beach); there is the scheme for Kennedy Town, which will not be under way for a long time; apparently, there is the Praya East Reclamation—the promised development of Cheung Sha Wan; and now the Kailan Mining Administration's project at Lai-chikok, particulars of which we were enabled to give yesterday. This latter scheme is one of no little importance to shippers, for if wharfage is provided solely for coaling purposes it will do away with the large amount of bunkering from lighters, attended as that is with many obvious drawbacks. The aim of every big Port should be to give the very best service possible. The big oil Companies have already studied the question of liquid fuel, and within a measurably short space of time ocean-going liners burning liquid fuel will be able to go alongside at Lai-chikok and bunker all they require. It is only right that coal-burning ships should be able to do the same kind of thing and if the Kailan Mining Administration can provide wharfage accommodation together with improved bunkering apparatus it will have rendered the Colony a service besides having improved its already high standing. The completion of the scheme will take some time, but it is encouraging to know of its conception.

President Wilson.

Very soon the interest of America will centre on the question: "What is President Woodrow Wilson going to do after March 4 when he retires? Is he to be the second Sage of Princeton, in the classic groves from which Grover Cleveland addressed his countrymen from time to time after his retirement? Or, if health is restored to him, will he, like Taft, accept a professorship in a college, and go about the country lecturing to his fellow-Americans—a professor-at-large, so to speak? Obviously, in him there dwells not the spirit of adventure that sent Theodore Roosevelt to the African jungles and later to the trackless interior of South America and still later into another contest for the presidency. Rather, more than likely, says an American pressman, Wilson will devote himself to writing, and from his pen the nation may expect the most notable contribution to the history of the times in which no statesman played so prominent a part as he. Only one president returned to public life after quitting his office. John Quincy Adams, retiring from the presidency in 1829, returned to Washington in 1831 as a member of the House of Representatives, at the age of 64. As champion in Congress of the anti-slavery movement, he incurred the wrath of slave-trading interests.

DAY BY DAY.

THE MORE HONESTY A MAN HAS, THE LESS HE AFFECTS THE AIR OF A SAINT.—*Laurel.*

There was a clean bill of health in the Colony yesterday.

The French cruiser *Désaix* arrived from the North this morning, and exchanged salutes with the port.

A Chinese woman was rendered unconscious by a fall from a moving tramcar in Des Voeux Road Central yesterday.

There will be a Tea Dance at the Helena May Institute at 5.30 p.m. on Tuesday December 21st, for members and their men friends.

We are asked to remind our readers of the Popular Lecture to be given by Mr. A.H. Crook, M.A., F.R.G.S., at the Helena May Institute on Friday, the 17th, December at 5.30 p.m.

A Chinese who was yesterday caught in an attempt to smuggle two tins of German dyes into the Colony from Canton was this morning charged before Mr. N.L. Smith, who imposed a fine of \$25.

A sale of work is to be held at the Diocesan Girls' School, Kowloon, on Saturday afternoon, to be opened at 3 p.m. by Lady Stubbs. It is hoped to secure enough money to help a child in the Victoria Home, the Blind Home and the poor children in North China suffering from famine.

This evening a special gathering is to be held at the Catholic Men's Club, commencing at 5.30 p.m., when Miss Elfrida Osmund, is to present the shield won by the Catholic Men's Club in the recent triangular all-Ireland contest between that Club, the Lusitano Club and the Club de Recrio.

The Hon. Mr. A.G.M. Fletcher, C.B.E., and the Hon. Mr. E. R. Hallifax, O.B.E., are to be entertained to dinner at the Kam Ling Hotel on Tuesday, 28th, by certain members of the Chinese community on the occasion of their departure on leave of absence. H.E. the Governor will attend the gathering.

By uttering a false order a Chinese boy succeeded in obtaining twelve tins of condensed milk from a proprietor's shop at the Central Market, but, practising the trick once too often, he was caught and handed over to the Police. A sentence of six weeks' hard labour was inflicted on the culprit this morning by Mr. N. L. Smith.

Last evening, at the Union Church Hall, a meeting was held to say farewell to the Rev. G. J. Williams, who is shortly leaving after acting as *locum tenens* during the absence on leave of the Rev. J. Kirk Macdonald. There was a large attendance, presided over by Mr. J. L. MacPherson, who expressed deep thanks to Mr. Williams for his work as pastor. During the evening, Mr. and Mrs. Williams were presented with a silver-mounted blackwood tray on a folding stand, bearing a representation of Union Church in silver. Mr. Williams suitably replied.

A meeting of Chinese residents presided over by the Hon. Mr. Lau Chu-Pak, was held at the Tung Wah Hospital for the purpose of discussing the proposed establishment of the rider main and water meter system and the proposed amendment of the building regulations. The Chairman announced that information obtained from Government quarters indicated that the rider main and water meter system would not be put into force and that the revenue expected therefrom (\$200,000) would be secured by a slight increase in rates and taxes. A committee was appointed to call a meeting of house owners to consider the proposed amendment of the building regulations.

History says he laboured thus for liberty "amidst scorn and derision and threats of expulsion and assassination." He was stricken while rising to address the House after serving as representative 17 years. He died two days later, aged 81, having achieved greater distinction in Congress than in the presidency.

AVIATION NOTES.

(By "Meteorite.")

The safe return of the Alaskan flying expedition from its 9,000 mile flight from Nome back to New York has been hailed by our American friends as a feat the merits of which, in view of the difficulties presented make the parallel achievements of the transatlantic and Cape-to-Cairo flights assume a humbler aspect. In this view they recall several circumstances in support of the effect that unlike the African transcontinental, which in the case of one aviator necessitated the replacing of a motor and much delay and inconvenience before reaching his destination, in the Alaskan flight, on the other hand, thanks to the efforts of the Commander Capt. St. Clair Street, and the personnel of his party, despite discouraging delays and the worst possible weather conditions, the expedition pushed on and on, flying successfully the same planes with the same motors a distance of 9000 miles, with scarcely a change of spare parts or equipment throughout.

Allowing for the natural outburst of enthusiasm which the safe accomplishment of this expedition reasonably expects, the average individual cannot be blamed if he thinks that such comparison is invidious, in view of its complete disregard into one all-important factor which is so effective in these pioneer efforts. This is the provision of landing facilities in respect of which the Alaskan flight stood to better advantage than the African transcontinental, though in both cases the difficulties and perils presented by the pioneer conditions of the courses are almost identical; and that being so, should not detract from the merits deserved by the one or the other. Further, as a point of fact, it should be stated that though the mileage attained by the Alaskan expedition is greater than that of the African flight, most of the course—to be precise 7000 miles—was flown over civilized territory where the provision of landing facilities had reduced the risks for these American airmen to a minimum.

The American enthusiasts I mentioned above went on to make comparisons in this strain: "Compared to the non-stop flight made by the Englishman, John Alcock, which gained for him recognition from the British Government in the form of knighthood, most fliers will agree that the Alaskan flight is a greater feat. Alcock's undertaking, though marvelous and unprecedented, was, to a certain extent, a wager wherein the stakes and the odds were great, but the effort was only 16 hours continuous flying with the chance of a failing motor. The Alaskan flight was a steady grind of over three months' duration. Only those who have flown on expeditions of this nature can appreciate the state of mind of the pilots as they awoke each morning to realize the hazardous undertaking they had attempted the and long day's flight over uncharted airways before them," and again:

"Compared to the flight of the N.C.-4 across the ocean, the Alaskan expedition ranks high. Commander Reid had only one landing to make, at the Azores, Commander Street and his men were compelled to land fifty times on strange fields and, in one instance, on wholly impossible ground. To successfully reach these fields was a big task in itself, but to land an airplane without crashing was a problem that did not appear in the N.C.-4 flight. It took skill, courage and determination to fly from New York to Erie. It took superhuman qualities of this nature to fly to Nome and back."

In his enthusiasm this critic appears to have lost sight of one circumstance which he had previously admitted, that the greater part of the flight was flown over territory where the American and Canadian Governments had taken pains to chart and prepare landing grounds for the squadron. Nature is perhaps to blame for not having seen fit to provide in the Atlantic Ocean as many landing grounds as those in the New York-Alaska route, otherwise I have no doubt that Alcock and Reid would gladly avail themselves of their use, and thus lessen the great risks of a non-stop trans-oceanic flight. To contend therefore that those transoceanic flights were not attended with as much risk as these over terra firma

MOTOR NOTES.

Another Batch of Useful Hints.

The clips which hold the springs to the axles should be inspected frequently and kept tight. A loose clip may cause a spring to break easily.

When the motorist suspects too much oil is being consumed by his car, he should inspect the rear crankshaft bearing. A loose fitting bearing may permit oil to work out and thus increase its consumption.

With the approach of cold weather it is well to remember that a much lighter grease in the transmission and rear axle can be used. If the grease is too heavy it will not work into the bearings and gear sets. Some engines also require a lighter oil in winter than in warm weather.

The motorist who does not use his machine for several days will find that, on starting out with it, the gasoline will be slow to ignite. This is partly due to evaporation and partly to chemical changes in the gasoline that took place while the car was not in use.

Never permit too much lost motion in the steering wheel. All parts of the steering apparatus from the wheels back should be kept tight and properly adjusted. It means easier control and greater assurance of safety.

Constant use causes the inter-rubber points to become pitted with oxide and results in poor ignition. Touch the points with a so-called "emery board," used for manicuring, which will clear away the oxide and assure good ignition.

One operation that should be repeated zealously after every 1000 or 1500 miles the automobile has been driven is to drain the engine of all oil, give it a thorough cleaning and refill with fresh oil. At the end of 2500 miles service, a tire should be deflated, dismounted and cleaned of all soapstone and grit. The rims should be cleaned of rust and painted.

An automatic safeguard against overheating was recently invented by a car owner. The ground for the ignition current was made by soldering a copper wire to the top of the rear cylinder. When there is too much heat, the solder melts and the engine automatically stops.

There will soon be no excuse at all for not owning a motor car for one has come out in England that is within the "poor man's" range. Reports say the Carden Company of Ascot have produced a two-seated machine for £100. It is said the machine can go 45 miles an hour and can climb any hill. To avoid complication of belt, chain or friction transmission, Captain Carden, its designer, has placed the eight-horsepower, two-stroke, twin engine at the back with the mainshaft serving the double purpose of being shaft and axle in one.

It is to draw up a ridiculous comparison which takes account of the fact that unlike his land prototype, the transatlantic flyer has not the choice of landing when he desires to, and is confronted with the alternative of either completing the distance within the allotted amount of fuel at his disposal, or making a disastrous landing in mid-ocean without the prospect of an early rescue and exposed to the dangers arising from the circumstance of his plight. That the Atlantic fliers succeeded in accomplishing the unexpected, through exceptional navigation skill and personal endurance, was entirely of their own agency, and not to any absence of great risks.

On the other hand, the Alaskan aerial explorers, with time and facilities at their command, could take the air when they deemed the occasion propitious, and were not forced into extending their flight into the night, a course which, it is shown they did not have occasion to adopt. No doubt they had had difficulties in effecting landings, but the fact that they did negotiate all these safely, was an indication that the risks after all were not so great as to warrant a deprecating criticism of the meteorological factor, the conditions are more plainly in favour of a land flight than those at sea.

TO-DAY'S MISCELLANY.

Although Gretta Green looms large in the romances of runaway couples of older times, and even to-day crops up now and again—it was mentioned in the Bamberger case—it is not to be supposed that this is the only place where the nuptial knot was expeditiously tied—with no questions asked—within living memory. Coldstream, Paxton Toll, Lamberton Toll—to mention only the principal places—were quite as popular in their way, and were, moreover, very serious rivals both to Gretta and to regulation marriages in a church writer "A Borderer." Nor is it to be supposed that these Border ceremonies were all clandestine marriages; far from it. In the valley of the Coquet, and to its north, there has been for centuries a strong Presbyterian element, of that particular dour kind which made a marriage in an Anglican place of worship almost the last thing to be thought of. A glance at the map of Northumberland will show Rochester—a hamlet on Walsing Street, and a few miles north of Otterburn, of historic fame. From this place at least one couple—not runaway couple, be it understood—went via Rothbury, Longframlington and over the wild Rimsdale moors to Wooler and thence to Lamberton Toll, to be united, rather than go to Felton to be wed in the parish church, which would have shortened their journey by at least 50 miles. Another couple living at Longframlington—only 4 miles from a church—preferred to walk to Lamberton, a distance of 40 miles, where they were promptly made one by the obliging minister, one Alexander Davidson. So popular did these Border marriages become among the Nonconformists of the Northern Counties that quite a number of men laid themselves out to act as ministers.

A much-talked-of book of "political portraits" has ventured the opinion that since Napoleon there has never been a personality so biographically known and discussed as Mr. Lloyd George. It would be interesting to know how far this opinion squares with the facts. It is at least a considerable claim. Fame is one of the most difficult things to estimate. Sir M. E. Grant-Duff has left it on record that, just before the end of the nineteenth century, a party at dinner had talked much of Mr. Gladstone. At last a young person who had been listening with a puzzled expression whispered to her neighbour, "But who was Mr. Gladstone?" The great and obvious difficulty is that every age thinks that its own prominent personalities dwarf all others. We cannot compare the interest excited by Mr. Lloyd George with that excited by Bismarck, because we have no idea how long people will go on discussing Mr. Lloyd George. We know at least that Bismarck's reputation has been discussed long after his death.

Other names suggest themselves. Can it be that Mr. Lloyd George has roused that continual world speculation which raged round the personality of the third Napoleon for at least twenty years? Read the memoirs—any memoirs—of the middle nineteenth century and the space filled by "Napoleon the Little" leaps to the eye. Is Mr. Lloyd George's fame greater than was that of Gladstone in his prime? Will he be remembered as Mazzini is remembered? Was even Palmerston less talked of by his own contemporaries? In one thing Mr. Lloyd George has the advantage; improved communications have made the world smaller.

Ninety years is a long time, yet it will be hard for theatre-goers and others to realise that as recently as 1830 hay was still brought to the Haymarket, just outside His Majesty's Theatre. In that year the heart of West-end theatre-land lost its sweet-smelling and countrified market, the Cumberland Market, just off Hampstead-road, being opened to take its place. The fact is recalled by the holding of St. Pancras Charities Fair in Cumberland Market.

Lincoln has been hoisted from his temporary pedestal opposite Westminster Abbey, and once more shrouded in tarpaulin sheets. His removal shows how extremely temporary was that apparently solid stone plinth. The foundation for the real stone base is now well advanced and the statue should be permanently replaced at an early date.

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MONDAY Dec. 20th.	THE ROTTERS.
TUESDAY Dec. 21st.	IN THE NIGHT.
WEDNESDAY Dec. 22nd.	THE NAUGHTY WIFE.
THURSDAY Dec. 23rd.	THE YELLOW TICKET.
FRIDAY Dec. 24th.	LORD RICHARD IN THE PANTRY.
SATURDAY Dec. 25th.	ROMANCE.
MONDAY Dec. 27th.	ROMANCE.
TUESDAY Dec. 28th.	BILLETED.
WEDNESDAY Dec. 29th.	CAESAR'S WIFE.
THURSDAY Dec. 30th.	NOTHING BUT THE TRUTH.

Booking plans open at Moutrie's.

PHILIP CARLTON,
Manager.

SOBER SCOTSMEN!

"Pussyfoot" Johnson Says
is Going "Dry."

"I am surprised at Scotland," Mr. "Pussyfoot" Johnson told the Daily Sketch when he returned to London from his whirlwind campaign north of the Tweed. "But you have heard of their national beverage?" he was asked.

"Quite" (he smiled); "that why I was surprised—at the huge crowds that attended our meetings honestly anxious to hear our side of the case."

"And listen," he continued, "a great big part of this Scotland going dry; you can tell the world that as a positive fact."

"I made forty speeches in fifteen days, and on only five occasions could you say the

outlook was 'stormy.' Three of these meetings were broken up, and the other two interrupted but the disturbance every time was organized by the 'wets.' "It was amusing," he added reflectively, "to see how they dropped the argument that I was a foreigner when two equally enthusiastic Americans—a man and woman, appeared as speakers on their side."

"Summing up the situation now I have returned, I say the 'dry' campaign in Scotland has been remarkably successful."

TOLD THEM THE TRUTH. "Hundreds of questions were asked, but with the exceptions I have mentioned they showed a genuine desire to hear the truth about prohibition. And we supplied the information."

In reference to the proposed Indian tour, Mr. Johnson said he had received cabled instructions from America not to undertake it.

THE BUSINESS MAN'S LIBRARY.

Success of a Manchester
Municipal Venture.

The Manchester Commercial Library has entered on the second year of its existence. Although one of the youngest of municipal ventures, it has already established itself as an invaluable asset to the business and commercial life of the city.

In its first year the library has had nearly 70,000 visitors. For the most part they were representatives of business firms seeking more or less specialised information bearing on their own commercial problems, though there have been others—including parties of boys from the Grammar School and students from Disbury—whose interest was more akin to curiosity. Business men from Australia, Canada, and the United States, who have called there in the hope of finding a telegraphic code, have been supplied not only with that but with much other information, and, according to their own testimony, they have found it very helpful.

Classified lists of the books and pamphlets that may be consulted in the library, which now number more than 3,000, are issued each month by the librarian. A dozen such lists have appeared already, dealing with such subjects as scientific management (on which the library has one of the best collections of books in Manchester), cost finding, accountancy, foreign trade, and advertising. Most useful of all, perhaps, is the vertical file, which already contains 100,000 clippings on every subject likely to be of use to the business man. The clippings are arranged on the Dewey decimal system, which admits of unrestricted sub-division and intercalation. The system is easy enough to understand, but for the unaccustomed visitor who does not feel at home with it the staff of the library undertake to find any item in the file within a minute.

A few typical subjects on which inquiries have been addressed to the staff—and answered by them—are given below:

The cost of production of the cotton crops in America.

The difference between the Federal and the State income tax in Australia.

The number of motor-cars registered in the United States during the past ten years.

The condition of roads in Argentina.

Descriptions of various textile fabrics.

The latest tariffs of Argentina.

INTELLIGENCE TESTS.

Queries for Nimble Wits.

"Write at the left-hand side of the second line in this page the letter in the alphabet that comes before the first letter of the first word, and the letter that comes after."

This is a typical example of the intelligence test that is being given to the thousands of temporary women Civil Service clerks under examination at the Crystal Palace for permanent appointments.

To answer the whole 14 mind-twisters in two minutes is a feat that calls for an elastic brain. The examiner blows a whistle and there is a great rustling of paper as the candidates turn over to the next page of mental leap-frog.

Here is another example of thought-jazz. On the paper are printed two letters—p-a. Underneath is written "If the tail letter comes first in the alphabet write the letter here, if the other letter comes first write the tail letter here."

Another idea is the missing-word competition. The candidates have to fill in the gap with what they consider the right word.

For example. As a monk is to a man, so is a— to a soldier. Again, four words are given, "Room, ceiling, chimney, wall," and the candidate has to draw a line through the three words that are a part of the whole of the fourth.

"It was like a missing-word competition in a newspaper," said one of the candidates, a woman of 45. "It is 30 years since I have been to school. I found these intelligence tests very amusing, but I could not finish them all in the time."

DAIRY FARM NEWS.

FOR THE FESTIVE SEASON.

Farm Fed Turkeys and Geese, Sucking Pigs, Capons, Haggis, Ham, Bacon, Hares, Rabbits, Sausages of all description.

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Gouda Cheese " " "
Australian Cheddar Cheese " " "
Edam Cheese " " "

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In an article in the Tagliche Rundschau, Admiral von Tirpitz "exhorts the German people to cast off the spirit of servility towards the Entente and to cultivate national self-respect."

"The main cause of our present desperate situation," he says, "lies in the method which began with our declaration of 'wrong-doing' against Belgium, continued with the Reichstag peace resolution of July, 1917, that entailed the loss of the war and found its grotesque culmination in the autumn of 1918."

"If we had shown our enemies," he says (as quoted by Reuters from Berlin) "that there were limits to the humiliations to which a conquered people could be subjected, President Wilson could never have joined in imposing the armistice conditions nor would Mr. Lloyd George, at Spa, have been able to snarl at the German Imperial Chancellor as if he were a shoe-black."

The admiral himself has no hope of living to see the sun rise on the German horizon, and doubts even whether the present generation will see it.

The Banque Industrielle de Chine beg to inform the holders of the temporary bonds of the Credit National 1919, which have been subscribed through them, that same must be exchanged in their Paris Office for definite bonds before March 1921.

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RING UP 2230.

SOME FANCY DRESS SUGGESTIONS.



The long dress on the left consists of silk, with a ribbon border of red, yellow and blue, forming the bodice and skirt. The bodice is a simple, straight, long-sleeved garment, and the skirt is a simple, straight, long-sleeved garment. The skirt is a simple, straight, long-sleeved garment.

Next is a dainty tea gown of simple crepe paper. The skirt has three flanges. The dress is cut out to be regular. The dress is cut out to be regular.

The girl in the center is dressed in a downy costume of white, with a white paper cap about her neck and a high collar. The dress is a simple, straight, long-sleeved garment.

Then comes a striking sports dress of black and white checked paper. A braided paper hat, white above with black below, makes the whole thing just right. The dress is a simple, straight, long-sleeved garment.

Last is a paper bathing suit. It's pale yellow as to background, and has great splashes of green in the shape of conventional flowers near the hem and at the neckline. Green petals on the yellow encircle the hem and neck. Sleeves there are none, but a frilly green cap there most certainly is trimmed with a big yellow flower in front.

Modes of the Moment.

Over little silken frocks this winter women are wearing sack coats of three-quarter length made in warm blanket cloth embroidered and trimmed with fur. They have high collars which fold closely round the throat or roll back and with sleeves. Restaurant frocks for dinner have charming little hats to go with them. A velvet dress with a skirt of metal lace will have a top to match. Short sleeves are permitted, but not a décolleté.

The longer skirt, slit and draped, is being suggested to the leaders of French fashion, and although it will not find its way into popular favor this winter, the longer skirt will gradually but surely become the fashion for all occasions, but the most practical. The specimen to be shown up to the present show skirts of unusual length, some are long at the sides, others at the back, and they all look as much like gowns as dresses, and show little shape at the waist.

EMBROIDERY.

The passion for embroidery is one of the chief reasons why dresses are so expensive, but there is no question about its charm. The little chemise dress, simple in line and made in plain serge or silk, becomes a work of art when it has one of the new apron fronts richly embroidered from the hem nearly to the waist. Another shows the whole skirt to above the waist all in embroidery, and only the top of the bodice, the high neck and long sleeves quite plain. These embroideries are designed by some of the best decorative artists, and are pictures in themselves. Many materials are used, silk, metal thread, braid, ribbon, American cloth, feathers, fur, beads, and coloured threads. Rich brocades are made richer by them and Indian cachemires are made more gorgeous. Lace is dyed and embroidered, and silver and gold tissue are seldom used quite plain.

HATS AND SHOES.

The black hat dominates all others. In velvet, in panne, with fur, lace, or feathers, it is worn on all occasions. It is broad across the brow, with a drooping trimming over one ear, with a feather straying over the shoulder, or a frill of lace half shadowing the eyes. The lines are soft, but suggest flight, and are never heavy. Only the cloche with its ribbon bow on the brim is in the least "settled" in form, and even this can be slit into petals, or trimmed underneath to look arch. A plain black bonnet may have a jewelled

brooch set in front, or on one side—the only ornament. Veils are always worn, but the short veil, not the long one, is in favour.

There is nothing sensible to tell about feet; they are being treated in the most frivolous way. They are clothed in transparent silk stockings, and shoes of the utmost fragility are put on over them. They look fit to walk from the door to the car, but they do much more than that. They tramp all over Paris in all weathers, however high the heels, however thin the soles. Delicate grey clad legs with shoes to match, slender black ones with thin kid shoes and paste buckles. Black sued, black patent leather, and some in black and white give the people sitting at the boulevard cafes something to look at.

Evening shoes are very dear. The sandal type of shoe is the most popular, and the richest brocades show through with gold or silver are used. The shoes in gold or silver brocade, pure and simple, are becoming popular, chiefly from motives of economy. They suit practically any coloured gown, or black or white, wear well, and are becoming to the feet. Buckles and decorations take all manner of forms, the favourites being little glittering butterflies of paillettes, tiny pin head diamond dewdrops, or coloured beads, while another novelty is the minute pompon of feathers which adorn debutantes' white satin slippers.

JOTTINGS.

TOILET SECRETS.

The English woman does not understand the art and the use of eau-de-cologne. Press a little upon a handkerchief against the tips of the ears, and you will go cool and fresh-looking all the evening. Mix a little with water and use it as a friction lotion for the arms to make them feel cool, and soft, and satiny-looking. A dash in the water to rinse the teeth is excellent. As a skintonic, mixed with water in half quantities, it is always valuable.

NEW SHOE ORNAMENT.

Shoe ornaments reached such a pitch of originality last winter that designers seem to be unable to improve upon them this season. The only real innovation discovered so far is the tuft of cocks' feathers dyed to match the gown that emerges from behind the paste buckle of a brocade evening shoe and completely covers the instep.

JUMBLED HEMS.

Uneven hems are evidently to be "the" thing this winter. Nearly all the dance frocks show this tendency, and many of them combine panels and points in the most jumbled fashion. The effect, liked least is that of having the front of the skirt slightly lifted above the line of the rest of the hem.

JOTTINGS.

NEW NECK BANGLE.

The latest novelty in jewellery is the golden neck bangle, made exactly like the popular slave bangle. It fits tightly round the base of the throat and fastens with an invisible clasp. In fact, it only wants a golden chain attached to it to complete the idea.

ALL OVER EMBROIDERIES.

Hone is rich enough to buy some of the most expensive French fabrics for one's autumn and winter wardrobe, one is indeed lucky. Machine-embroidery of the most astonishing beauty decorates the serges and satins for afternoon and evening frocks.

SOMBRE BACKGROUNDS.

The embroidered motifs are placed rather far apart, so that their beauty is not lost, and apart from the artistic designs, the colourings used are a joy in themselves. As a general rule the background is dark, and a brilliant colour combined with a metal thread of some kind is used for the motif.

HAREM SKIRTS.

Trouser fashions on evening frocks and tea gowns are met with very frequently just now, a little too frequently in fact as far as evening frocks are concerned. Obviously the wearers have merely looked at their frocks in their mirrors and only under the most advantageous conditions.

FAMOUS CINEMA STARS.



IX: MISS ANNETTE WESTBAY.

FASHIONS FOR YOUNG FOLK.

Bright Colours and Embroidery.

Bright colours are more noticeable in children's clothes than in those of adults. Tangerine, buttercup yellow, and light jade-green are firm favourites this autumn, while for materials jersey en laine, velours de laine, and blanket cloth have been chosen in preparation for the cold weather.

Velours de laine in a deep shade of tangerine makes a splendid little coat for a child with very dark hair. Cut long and straight, both back and front, it is trimmed with pearl buttons of the round variety, six fastening the coat at the throat and six closing it at the bottom. A small, straight belt, with two wallet pockets hanging from it on either side, holds it in place, while two stole-like ends hang down in front from the plain collar band, which are useful for scarf purposes in a bitter wind. A close-fitting velours hat in black is the right finish to this extremely smart coat.

Buttercup yellow is also becoming, and a model recently seen was cut on the kimono plan, the front folding to a point, where it fastened. The collar was deep behind, falling like a hood, and the coat could be worn slack and open or buttoned up to the chin with equal effectiveness. Every edge was piped with black satin, and a big black button was used for fastener.

Walking frocks for children as well as grown-ups are seen just now and one, a little three-tiered skirt of velours de laine, had a plain tight-fitting bodice, long sleeves, and a small embroidered V. front.

School frocks are made for the most part in serge or gabardine, all in one piece. They are improved by an embroidery above and below the waist-line, a few inches in depth. An unobtrusive pattern in plain stitchery, with points like mountain peaks, is very effective, carried out in bright silks, or a darning pattern in wools makes a good decoration.

For the dancing class and evening festivities glaze silk is used in a variety of light shades, while lace and tulle are much sought after for smart party wear among juveniles of all ages.

MOTHER OF PEARL FLOWERS.

Mother of pearl sequins are enjoying a tremendous popularity on evening frocks. The most effective method of using them is to centre each sequin with a tiny crystal or delicate tinted bead and arrange them to form a flower design or a train of flowers falling from the waist.

SMART COSTUME OF KID.



The costume pictured above with its graceful lines, is a soft, tunic-like, dull-surface kid, as pliable as any cloth and a novelty besides. Its texture is a dull, soft, red-grape with a striped grape colour and black for the pockets and hat. Narrow bands of the kid outline all the edges.

SLAVE BANGLES.

Slave bangles have altered their shape a little and many now have square edges. Others are made in a bamboo pattern. Wide bands of metal beadwork are also worn above the elbow, many of them showing really beautiful designs on evening frocks. The most and colouring. Agate and crystal bangles are also popular, and all kinds of bracelets, slave and other, are likely to remain with us so long as sleeveless fashions persist.

A DAINY FROCK.



Above is seen a dainty rose-coloured taffeta afternoon frock.

We admit that letter-writing is largely a lost art, but the fact remains that it still plays a very important part in life, and ought therefore to be cultivated to a far greater extent than it is.

When we consider how important letter-writing is in almost every sphere of life, it is the more amazing that so seldom it is done well. We speak of the person's "address," referring to general deportment in life, and a letter should convey some idea of this when an interview has to be conducted on paper. The handwriting of literary people is notoriously bad, though heaven only knows why it should be, and I suppose there are even yet those who consider it rather distinguished to scrawl. Poor handwriting is sometimes an infirmity of the flesh, and may be overlooked, but the way in which some educated people put their letters together is altogether unpardonable.

It is a natural gift with some people to say the nice thing nicely, but probably we could all acquire it with a little practice. Some things which have to be said in a letter require very careful wording, and in such cases it is always advisable to make a rough draft. There is an old proverb which compares "news from a far country" to "cold water to a thirsty soul," and the right sort of letter is really refreshing to the receiver.

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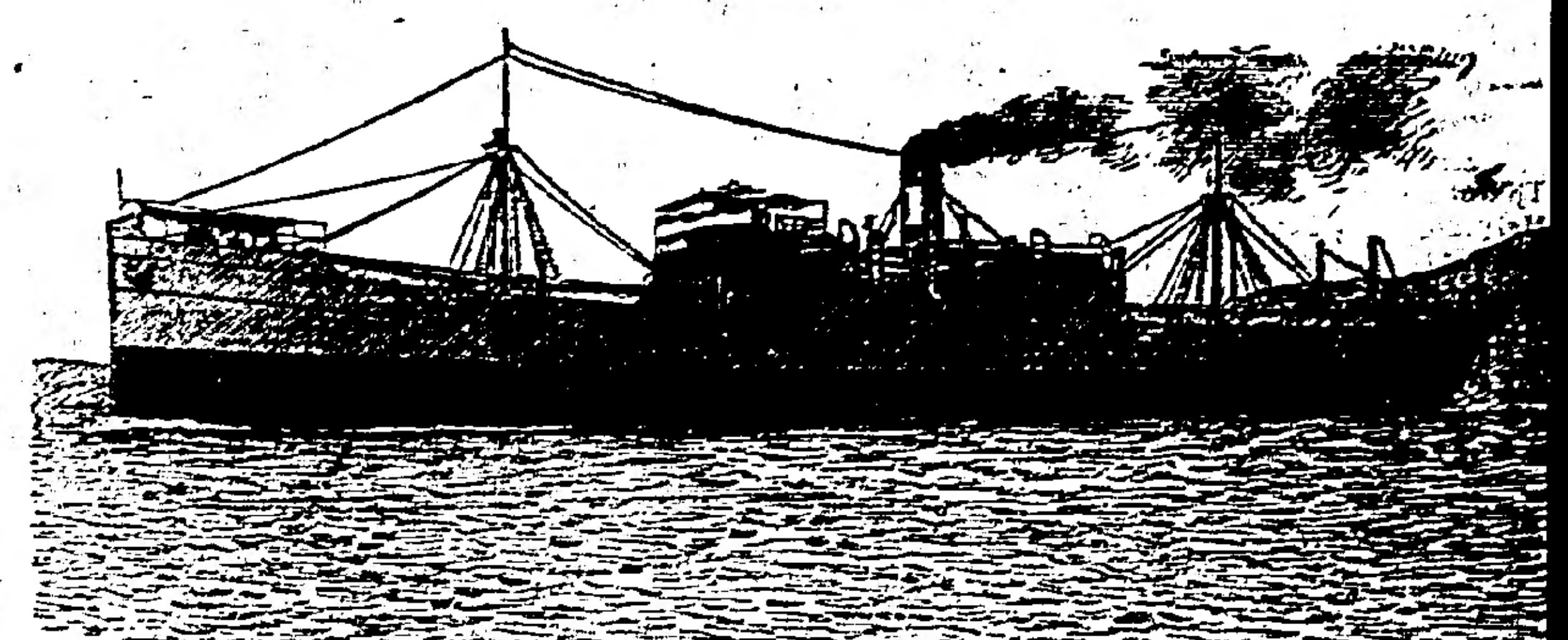
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Machaon	B. & S.	Dec. 1
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Loksang	J. M. Co.	Dec. 1
Passy	P. & O.	Dec. 1
Kupsang	J. M. Co.	Dec. 1
Sinkiang	J. M. Co.	Dec. 1
Kaga	M. N. Y. K.	Dec. 1
Haiyang	J. C. J. L.	Dec. 1
Taming	B. & S.	Dec. 1
Banca	P. & O.	Dec. 1
Tjilatjap	J. C. J. L.	Dec. 1
Katsu	M. N. Y. K.	Dec. 1
Huiching	D. L. Co.	Dec. 1
Tjibodas	J. C. J. L.	Dec. 1
Dilwara	P. & O.	Dec. 1
Yeboshi	M. N. Y. K.	Dec. 1
Eastern	P. & O.	Dec. 1
Takaoka	M. N. Y. K.	Dec. 1

Shipping to Europe, Australia, and other Ports.

P. & O.-BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.
(COMPANIES INCORPORATED IN ENGLAND)

STRAITS & BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MACRITIA, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
DEVANHA	8,100	19th Dec.	M's, London & Antwerp.
BISILIA	7,000	1st Jan.	M's, London & Antwerp.
DILWARA	5,400	11th Jan.	S'pore, Colombo & B'day.
BREMEN	11,500	10th Jan.	Marseilles & London.

BRITISH INDIA-APCAR SAILINGS (South)

TANDA	7,000	29th Dec.	Calcutta via Singapore, Penang and Rangoon.
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EASTERN & AUSTRALIAN SAILINGS (South)

ST. ALBANS	4,500	22nd Dec.	Melbourne via Sandakan, Thorne Island, Calcutta, Townsville, Brisbane and Sydney.
EASTERN	4,000	17th Jan.	

SAILINGS TO SHANGHAI & JAPAN.

G. APCAR	4,600	17th Dec.	Shanghai & Japan.
PLASSY	7,400	23rd Dec.	Shanghai & Japan.
BANCA	6,000	25th Dec.	Shanghai & Japan.
DILWARA	5,400	29th Dec.	Shanghai only.
EASTERN	4,000	2nd Jan.	Japan direct.

WIRELESS ON ALL STEAMERS.

Parcels Measuring not more than 24ft. X 12ft. X 12ft. will be received at the Company's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freight, etc., apply to

MACKINNON, MACKENZIE & CO.

22, Des Voeux Road Central.

Agents.

N. Y. K.**NIPPON YUSEN KAISHA.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

SEATTLE & VICTORIA via Manila, Shanghai & Japan ports. Cargo to Overland Points U.S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

KATORI MARU ... Tuesday, 28th Dec., at 11 a.m.

TAJIMA MARU ... Thursday, 30th Dec., at 11 a.m.

KASHIMA MARU (Omitting Manila) Wednesday, 26th Jan., at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez Port Said & Marseilles.

IYO MARU ... Wednesday, 29th Dec., at 11 a.m.

ATSUTA MARU ... Friday, 7th Jan., at 11 a.m.

SHIZUOKA MARU ... Friday, 21st Jan., at 11 a.m.

HAMBURG, LONDON & ROTTERDAM via Suez.

LIMA MARU ... Saturday, 18th December.

LIVERPOOL & MARSEILLES via Suez.

ATA MARU ... Tuesday, 28th December.

SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

TANGO MARU ... Wednesday, 22nd Dec., at 11 a.m.

NIKKO MARU ... Middle of January.

NEW YORK via Suez.

NAOANO MARU ... Wednesday, 29th Dec.

SOUTH AMERICAN PORTS via Cape.

HAKODATE MARU ... Sailing from Singapore Sun., 13th Dec.

BOMBAY & COLOMBO via Singapore.

RANGOON MARU ... Beginning of January.

CALCUTTA & RANGOON via Singapore & Penang.

YEBOSHI MARU ... Thursday, 30th December.

TAKAOKA MARU ... Thursday, 6th January.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

NIKKO MARU ... Saturday, 18th Dec., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

YETOROFU MARU (Omitting Yokohama) Sat., 15th Dec.

TOKUSHIMA MARU ... Saturday, 18th December.

KOTSU MARU (Omitting Yokohama) Sun., 26th Dec.

KAGA MARU ... Friday, 24th Dec., at 11 a.m.

For further information apply to—

NIPPON YUSEN KAISHA.

Telephone Nos. 292 & 293.

S. YASUDA, Manager.

JAVA-CHINA-JAPAN LIJN.

Regular fortnightly service between

JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	Will leave on or about	For
Taipei	Amoy	16th Dec.	22nd Dec.	Java.
Italyang	Java	18th Dec.	24th Dec.	Java.
Philodas	Java	21st Dec.	28th Dec.	Shanghai.
Philap	Java	21st Dec.	28th Dec.	Japan.

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.

ALSO OPERATING**JAVA PACIFIC LIJN.**

NEXT SAILING.

Steamer	From	Expected on or about	Will leave on or about	For

Through Bills of Lading issued to U.S.A. and Canadian Overland Points.

For Freight and Passage apply to the

Java-China-Japan Lijn.

Telephone No. 1574.

York Buildings.

Shipping to Europe, Australia, and other Ports.

DODWELL & CO., LTD.**STEAMSHIP SERVICES.**

Regular Sailings to

FOR NEW YORK and/or BOSTON.

S.S. "BOLTON CASTLE"

About end of January.

LLOYD TRIESTINO.

FOR SHANGHAI.

BRINDISI, VENICE & TRIESTE.

Taking cargo on through Bills of Lading for Levant, Black Sea and Danube Ports via—SINGAPORE, PENANG & COLOMBO.

S.S. "PERSIA" Sailing on or about 15th Dec.

Passengers Luggage can be insured at the office of the Agent

NANYO YUSEN KAISHA LTD.

(SOUTH SEA MAIL S.S. CO.)

Regular services between

JAPAN, HONGKONG & JAVA.

For JAVA, S.S. "SAMARANG MARU" Sailing on or about 24th Dec.

OCEAN TRANSPORT CO., LTD.

(TAIYO KAIEN KAISHA)

Steamship services Trans-Pacific.

also to Australia, Europe, etc.

NATAL LINE OF STEAMERS.

Taking cargo on through Bills of Lading for South African Ports, with transshipment at CALCUTTA, in conjunction with the Indo-China Steam Navigation Co., Ltd., and Apar Lines.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD., Agents.**AUSTRALIAN ORIENTAL LINE.**

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS. SAILING (SUBJECT TO ALTERATION).

Steamer	Arrives Hongkong from Australia	Leaves Hongkong for Australia
TAIYUAN	27th Dec.	2nd January.

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc. and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to—

Butterfield & Swire.

Telephone No. 35.

Agents.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA & STRAITS**UNITED KINGDOM AND CONTINENT.**

For London & ROTTERDAM "CITY OF LINCOLN" 15th Dec.

LONDON, ROTTERDAM, and ESBJERG (Denmark) "CITY OF FLORENCE" 7th Feb.

For particulars of sailings shippers are requested to approach undersigned.

Subject to change without notice.

THE BANK LINE, LTD.,

or to REISS & Co. Canton

General Agents.

GLEN AND SHIRE

JOINT SERVICE OF STEAMERS.

U.K., STRAITS, CHINA & JAPAN Service.**OUTWARDS.**

Vessel	Due Hongkong.
"GLENARA"	18th Jan.

HOMEWARDS.

Vessel	Leaves Hongkong.	Discharges.
"GLENLUCE"	30th Jan.	GENOA, LONDON & ROTTERDAM.
"GLENADE"	7th Feb.	LONDON, ROTTERDAM & ANTWERP.

Movements are subject to change without notice.

For freight or further particulars please apply to—

JARDINE, MATHESON & CO., LTD.**AGENTS: THE GLEN LINE, LTD.**

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COASTAL SHIPPING.

INDO CHINA STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailing
SHAI & T'au via S'ow Hopsang	Thur., 15th Dec. at d'light.	
SINGAPORE & Penang Foonshang	Thur., 15th Dec. at 2 p.m.	
MANILA	Fri., 17th Dec. at 3 p.m.	
SHANGHAI via S'ow Hopsang	Sun., 19th Dec. at d'light.	
STRAITS & Calcutta Chaksang	Mon., 20th Dec. at 2 p.m.	
SHANGHAI	Tues., 21st Dec. at d'light.	
SANDAKAN	Tues., 21st Dec. at noon.	
HAIPHONG via Hoihow Loksang	Wed., 22nd Dec. at 10 a.m.	
SHANGHAI & Kobe Kumsang	Thur., 23rd Dec. at d'light.	

CALCUTTA LINE.—This Line now affords regular sailings to Calcutta, Penang and Singapore. Returning from Calcutta steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans and carry a fully qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Hoihow when inducement offers.

BORNEO LINE.—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawao and Lahad Datu.

TIENSIN LINE.—A regular service is run from March to Nov. between Hongkong & Tientsin calling at Weihaiwei & Chefoo.

CALCUTTA LINE.

S.S. "FOOSHING" will be despatched on or about Thursday 16th Dec. at 2 p.m. for SINGAPORE & PENANG.

S.S. "CHAKSANG" will be despatched on or about Monday, 20th Dec. at 2 p.m. for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWETTENHAM & MADRAS & DUTCH EAST INDIES.

For Freight or Passage apply to—

JARDINE MATHESON & CO., LTD.

General Managers.

Telephone No. 215.

C. N. C.**CHINA NAVIGATION CO., LTD.**

SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To Sail.
SHANGHAI	Sunning	16th Dec. at noon.
SHANGHAI & TSINGTAO	Yingchow	18th Dec. at 4 p.m.
SWATOW & BANGKOK	Luchow	21st Dec. at 10 a.m.
AMOI, SHAI & UKOW	Sezechuen	21st Dec. at noon.
SHANGHAI	Sinkiang	23rd Dec. at noon.
MANILA, CEBU & ILOILO	Taming	25th Dec. at 4 p.m.

ENTERTAINMENTS